

Issue 92

12 October
2004

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Profile:

PLAXTON on target



Show stars

Coach & Bus 2004 full review

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THIS ISSUE...



Payback time

First counts the cost of this year's South Yorkshire stoppage.



Digital dateline

Preparing for August 2005 introduction of digital tachographs.



Fingertip control

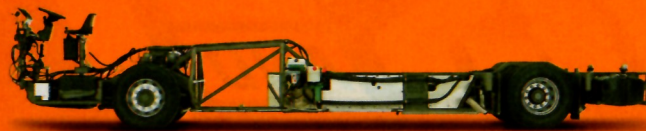
Linking on-board technologies to put driver in control.



Low-floor fleet

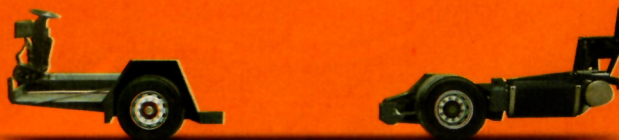
Travel Dundee investment gives it lowest age profile in Scotland.

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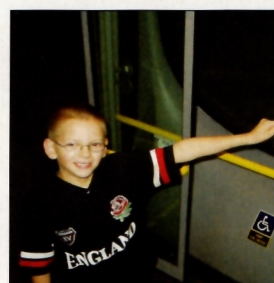
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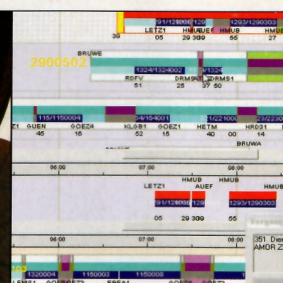
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Letters and articles may be submitted and should be sent to the editor at the address above.

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Comment



Today's young people are tomorrow's bus passengers. It's something which the bus industry as a whole seems not always to appreciate.

If your experience of public transport is riding to school in a 20-year-old double-decker, that is then the image you build up of bus travel. And it's surely one reason why young people abandon public transport as soon as they secure a driving licence.

That's why initiatives which encourage young people to experience the reality of mainstream bus services has to be applauded, such as First PMT's unlimited travel ticket for people up to 15 years of age. If they can appreciate the plus points of bus services - modern vehicles, good network coverage - they might be just a bit more inclined to continue using buses as they grow older.

It's also why high-quality school buses are important. Purpose-built school buses, and even 70-seat versions of conventional coaches, may not be the last word in comfort, but they are light years removed from some of the elderly vehicles which make up the bulk of the country's school contract fleet.

In making bus travel more attractive to young people, the industry is investing in its future.

Wheelchair access to coaches was a hot topic at last week's show. There are now, at last, some solutions available for operators to peruse although it will be well into 2005 until we begin to see numbers of coaches fitted with wheelchair access.

Wrightbus' demonstration vehicle is certainly of interest for interurban and express services although tour operators may be less certain. Plaxton has revealed its ideas only to a few customers so far but says that it will have lift-equipped vehicles in production shortly. Meanwhile BASE has managed to equip a Marcopolo Viaggio with a compact lift which loses very little luggage space.

The arguments about the regulations that come into force in January therefore have now moved on to specific design solutions, rather than the rights or wrongs of the law.

But you can't help feeling that there is still a major difference between the arguments for accessibility on coaches compared to buses. Making buses low-floor delivered a benefit to all users. Much of the economic benefit for operators were from the shopping- or buggy-laden passenger, rather than wheelchair passengers. On coaches however it is difficult to see how non-wheelchair passengers are going to benefit. Of course, there may be a very clever design idea around the corner, but we haven't seen anything that is truly inclusive yet.

Steve Rooney

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B^{NEWS} BRIEFS

Sir Bill Morris, former general secretary of the TGWU, is to present the awards at this month's **Bus Industry Awards** lunch in London on 18 November. Keynote speaker is former SRA chief Richard Bowker and the event will be hosted by Stephanie Flanders from BBC's Newsnight programme. ■

Chester City Transport is consulting with local communities on planned new routes for the city which would see its resources being concentrated on a core network of relatively high-frequency services. The changes, which could be implemented next spring, follow a review of the business by the TAS consultancy. ■

First has confirmed that it has been discussing with Swansea council the possibility of introducing a **Streetcar** service to the city. A feasibility study is being carried out for a cross-city route linking Morriston Hospital, the new stadium, the city centre, County Hall, the University, Singleton Hospital and Mumbles. The Streetcar concept, a joint project by First, Wrightbus and Volvo, was unveiled in September. ■

Plaxton is to offer a 10m version of its Profile body for 2005. Based on a Dennis Javelin chassis, the short Profile can accommodate up to 45 seats. The company says it has orders for 10, including three for Lex. ■

Market Prices

	Price	High	Low
Arriva	459	463	339
FirstGroup	318	320	250
Go-Ahead	1320	1327	960
National Exp.	744	749	587
Stagecoach	88	97	73
Southern Vectis	36	44	28
2 Travel	1.75	8.25	1.75
Tellings	131	173	124

Closing prices on 8/11/04 plus 12 months high and low.

Strike hit First's half year bus profits

THE THREE-WEEK strike by drivers at First South Yorkshire in the summer cost the group £3million, reducing the operating profit of First's UK Bus division to slightly below last years performance.

Said chief executive Moir Lockhead in announcing the group's provisional figures for the half year to September: "For the six months to 30 September 2004 turnover increased by 7 per cent to £473.1million (2003: £443.0million). Operating profit before the finance element of leasing costs was £45.4million (2003: £46.2million). These results were impacted by approximately £3million as a result of a strike in South Yorkshire which has now been settled."

For the group as a whole turnover for the period was £1,207.3million (2003: £1,127.7million), and operating profit was £84.0million (2003: £78.1million).

Lockhead continued: "These are strong results. Our rail division has continued to outperform and we are on target to grow our North American school bus business by over 1,000 buses this year. In UK Bus we continue to see growth in our London operations and we have re-organised our operational structures to focus on service delivery throughout the division."

First has also invested £3million in improvements to its engineering processes. "We expect to see the benefit of this through improved vehicle reliability over the next few years," said Lockhead.

In London revenue is up 15 per cent over the same period last year, with First having made a net gain equal to 62 additional buses for TfL contracts.



■ **South Yorkshire strike proved costly to First.**

Lockhead added: "Outside London in our urban bus operations, which comprise approximately 55 per cent of UK Bus turnover, we have continued to see revenue growth in locations where we have been able to forge quality partnerships with local authorities. Passenger growth continues to be driven by a combination of marketing initiatives and partnerships with local authorities to develop bus priority measures.

"Our policy is to allocate capital investment to those locations where there is a clear commitment to develop bus services through active traffic management and car restraint."

First's Irish business, Aircoach, has experienced growth and the company anticipates further opportunities for expansion of bus services in the Irish Republic as the regulatory regime is liberalised.

www.firstgroup.com

Transport affects college choices

STUDENTS take account of transport provision at an early stage in the process of selecting their choice of further education, although it is not a major factor in their decision making.

That is one of the conclusions of a study by JMP Consulting which sampled 800 GCSE

students in South Yorkshire.

JMP notes that 72 per cent of students use public transport, with a half-hour journey being considered the acceptable travel time to their further education centre.

www.jmp.co.uk

OmniCity decker trials

SCANIA is to place two examples of its new Polish-built OmniCity double-decker in trial service with Travel West Midlands and an as yet unidentified London operator.

TWM recently took delivery of a batch of Scania OmniCity artic.

The launch of the OmniCity double-decker comes as Scania appears to be lining up as Volvo's main rival in that sector of the market, where it can offer a 12m model – which Volvo currently does not – and, with the new model, a choice of Scania or East Lancs bodywork.

Bus journeys on the up

THE NUMBER of journeys made by bus in England in the last year rose by 2.4 per cent – but only because of a 10.4 per cent rise in the number of journeys made in London. Outside London the number of bus journeys made in England dropped by 2.8 per cent to 2,280 million.

The figures from the DfT prompted a swift – if predictable – response from PTEG, the Passenger Transport Executive Group. Chairman Kieran Preston says: "We are deeply concerned about this alarming decline in bus use outside London. This is despite a major programme of investment by the PTEs and local authorities in new bus stations and bus priority measures – as well as a major push to improve information about bus services.

"The biggest problem we face is that PTEs and local authorities outside London have few controls over fares, networks, or service quality.

We can't offer the public the single, integrated, high-quality public transport networks that would stem the decline in bus use, because bus services are, in effect, a free-for-all.

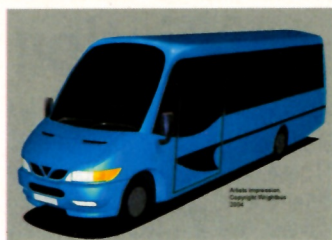
"With the bus network in the capital going from strength to strength, the contrast between regulated London and the de-regulated regions has never been more stark."

www.pteg.net

Wrightbus re-enters mini market

WRIGHTBUS is planning to re-enter the small bus market with an all-new minibus, the Satellite. The new model would be based on the Irisbus Daily LoGo, which was exhibited at last year's Coach & Bus show with Spanish-built Unvi body. It is aimed at operators running step-entrance minibuses such as the Mercedes 709D.

The 2.3m-wide Satellite would meet the 2005 Disability Discrimination Act requirements, and would also be one of the first buses to be available in the UK to meet Euro 4 emissions limits. The engine is Iveco's new



■ **First images of the proposed Wrightbus/Irisbus Satellite.**

166bhp 3-litre HPT.

The comprehensive specification would also include an Allison World Series automatic gearbox, ABS, disc brakes, and a Telma retarder. There would be two LoGo chassis lengths available - an 8.1m 24 seater and an 8.8m 28 seater, both with a 7-tonne GVW.

Initial styling drawings have been produced to demonstrate the concept, but the final appearance of the Satellite has still to be decided, and this will

follow further consultation with potential customers.

"It is widely accepted that a lot of operators of step-entrance van-derived minibuses are having trouble finding a cost-effective replacement," says Sam McLaren, Wrightbus commercial director. "The future of many marginal services could be jeopardised if those operators had to buy heavier-duty 10- or 10.5-tonne models to meet the needs of the Disability Discrimination Act.

"With the Satellite we are developing a vehicle which is less expensive to buy and to operate than heavier models, but which would be as durable, using as it does proven components from Irisbus and a body which features our Aluminique structure."

Wrightbus plans to have a prototype Satellite completed by mid-2005.

■ www.wright-bus.com

West Midlands councillors attack on reliability

COUNCILLORS in the West Midlands have called for action from bus companies after a survey revealed that agreed targets for reliability and punctuality were not being met. The survey carried out on behalf of Centro, the West Midlands Passenger Transport Executive, found that four out of ten buses did not run on time.

According to the survey the number of daytime bus services buses leaving more than one minute early or five minutes late fell from 40 per cent to 38 per cent, when compared with previous surveys, but still well short of

the current industry target of just five per cent. The figure wasn't much better for evening services, despite changes in traffic conditions.

Cllr Gary Clarke, chair of the West Midlands Passengers Transport Authority says: "This shows how some commercial bus operators are letting their passengers down badly and there is a real need for more bus priority lanes".

The survey was carried out on 11 corridors and 11 different bus operators. It checked more than 40,000 scheduled

departures and found some minor improvements on last year. The West Midlands Passenger Transport Authority is to call for a meeting with bus operators to agree action on how to improve performance.

Commenting on the survey, Phil Bateman, spokesman for Travel West Midlands, the region's biggest bus operator says: "We're concerned that services are being criticised for being unreliable, while our drivers are having to cope with high levels of congestion and a diminishing number of bus lanes".

Need the final piece in your fuelling jigsaw?

NEWS BRIEFS

Weavaway Travel of Newbury has taken over the business of Hayward's Coaches of Reading. Hayward's operated four coaches, and the company name is being retained. Weavaway was founded in 1997 and operates 26 vehicles. ■

Nineteen people were taken to hospital after a recovery truck towing a coach collided with a stationary **Arriva** bus in Burton-on-Trent. ■

First Aberdeen has won the Public Transport Operator of the Year award at this year's **Scottish Transport Awards**, organised by the Centre for Transport Policy at Robert Gordon University. Fife Council was Scottish Transport Local Authority of the Year. ■

A **Dublin Bus** driver, Kenneth Henvey, is to stand trial at the Dublin Circuit Criminal Court following an incident in February when five people died and 17 were injured when a bus mounted a kerb in the city.

A **Stagecoach London** bus has been attacked in Ilford by a group of youths armed with CS gas, baseball bats, cricket bats, swords and knives. They were trying to attack other youths on the bus and when the driver would not let them on sprayed CS gas through the windows before driving off in two cars. The incident happened shortly before 1600 hours. ■

UK diesel price update

pence per litre

Northern Ireland	86.3
Scotland	86.3
Scotland - remote areas	89.4
Wales	86.7
Northern England	86.0
Midlands and East Anglia	86.1
Southern England	85.9
UK garage average	86.1
Supermarket average	83.9

Retail price sample from garages in main population centres.
Source: AA

BNEWS BRIEFS

A day ticket has been introduced covering all main bus services in **Greater Leicester**, with validity on services operated by the area's principle companies, including Arriva, Centrebus, First, Hylton and Dawson, Kinchbus, Stagecoach, Paul S Winson Coaches and Woods Coaches. The £4 Flexi day ticket was backed by the Central Leicestershire Quality Bus Partnership and has been cleared by the OFT. ■

Traffic commissioner **David Dixon** says bus, coach and truck drivers should be randomly tested to stop drink driving. He suggested it would stop the 'morning after' problem, when some professional drivers were unwittingly over the limit after drinking the previous night. Dixon was speaking at a conference hosted by Telford Training Consultants. "I believe strongly that truck and bus operators should have random alcohol testing in place," he told trainers who run rehabilitation courses for convicted drink drivers. ■

The Greater Manchester PTE has secured provisional planning permission for a new bus station in **Rochdale**. The plan is part of a major regeneration of Rochdale town centre and would see the demolition of the existing bus station, located under a multi-storey car park. ■

First Leicester is proposing to vacate its depot in Abbey Park Road, which started life as a Leicester Corporation tram depot. It would move to a new site in the city. ■

Weekend night buses have been introduced in Mansfield by **Stagecoach**. Buses run hourly between midnight and 3am on five routes on Fridays and Saturdays. The scheme – Nite Rider – uses buses fitted with CCTV and is to run as a three-month trial. ■

First spit-kit conviction

A YOUTH who spat at a First bus driver in Glasgow has become the first person in Scotland to be convicted using a DNA swab kit.

The youth, aged 17, was convicted using the special kits issued to all First Glasgow drivers.

The 47-year-old driver was spat on and subjected to racial abuse when he challenged a group of youths who had refused to pay their fares. At Glasgow Sheriff Court one of them was convicted of racially aggravated breach of the peace and assault. He was fined £300.

Alan Pert, security manager for First Glasgow, says the

company is delighted DNA profiling resulted in a conviction. "These kits have been a powerful deterrent to people spitting on drivers. We are working closely with police on this issue and look forward to seeing similar success stories in the coming months."

Police have recorded 58 incidents since DNA swab kits were introduced 13 months ago, and First says that saliva samples have led to 17 arrests.

• In a separate incident, a 44-year-old man was found guilty of racially aggravated breach of the peace and was fined £250, following an assault on a First Glasgow revenue protection



■ First Glasgow achieves first Scottish conviction as a result of DNA swab kit.

officer carrying out ticket checks.
① www.firstgroup.com

Bus wardens for Moray

COMMUNITY wardens are to ride on Stagecoach buses in Moray to curb a spate of attacks – usually stone throwing – on buses. The wardens will travel at times identified by the police as particularly prone to vandalism, in an effort to cut down on anti-social behaviour and try to identify the people involved.

Bus drivers will also give forms to passengers with contact details for Grampian police and Crimestoppers to encourage them to come forward if they witness any incidents.

Community beat officer, Constable Gordon Methven, says: "Throwing stones at buses could at worst lead to someone being killed or seriously injured. It is crucial that parents help to reinforce this message to their own kids as well."

"We believe that there may be a link between underage drinking and this type of vandalism. We continue to tackle underage drinking with targeted police patrols."

■ First PMT targets youngsters with new Junior unlimited ticket

Targeting teenagers

FIRST PMT has introduced a Junior unlimited travel ticket. Targeted at customers up to 15 years of age, the ticket provides unlimited travel at any time of the day, and on any day of the week – weekends included. The initiative builds on the success of First's Wot's Happenin' summer holidays promotion.

The ticket removes the need for children to carry cash for bus fares and also reduces the number of situations in which requests for proof of age can lead to arguments. It is available as a weekly (£8.50), monthly (£33) or annual ticket (£370).

Christopher Blyth, First PMT's operations director, says "We're confident that this new ticket, will quickly establish itself as the modern and safe way for our younger customers to travel on our bus network."

① www.firstgroup.com

Bradford hail-and-ride

A NEW hail-and-ride minibus service, MetroConnect 3, has been introduced to the Euroway Industrial Estate in Bradford, with the aim of improving access to employment for people in the Little Horton and Trident areas of the city.

A public consultation exercise in the area showed people saw Euroway as a key employment site but lack of public transport meant they could not compete for jobs there.

The service has been developed by Metro, the West Yorkshire PTE, Bradford Trident regeneration project, and Bradford City Teaching Primary Care Trust. It is operated by Bradford-based TLC and runs half hourly during the week and every hour on Sundays.

CCTV monitoring

A CCTV system to monitor bus lanes has been introduced in Kingston-upon-Thames.

Kingston's executive member for transportation, Patricia Bamford, says: "A single car parked in a bus lane can clog up the whole system. By keeping cars out of bus lanes, delays can be minimised."

"Some motorists still ignore bus lane rules, either driving or parking in them, severely delaying buses. Effective enforcement is essential to stop this."

In other London boroughs there has been a reduction in the number of cars using bus lanes and a 15 per cent improvement in journey times since CCTV was introduced.



Metro rolls out yellow buses

THE FIRST of the BMC yellow school buses for Metro, the West Yorkshire PTE, are now operating in Bradford. Over 60 per cent of the 73 primary school users of the first service previously travelled to school by car. The first operation serves four schools.

"This figure of over 60 per cent shift from car to yellow bus is in line with the results achieved in Metro's 11 pilot schemes over the past two years," says Metro chairman Stanley King.

"This level of success, which in the case of one school in Brighouse was over 90 per cent, has enabled us to secure £18.7million of funding from the Department for Transport to roll

out yellow bus services across West Yorkshire over the next three years."

More services will be introduced from the start of the January term and will cover 41 secondary and primary schools across the Bradford, Calderdale, Kirklees, Leeds and Wakefield districts by the end of the academic year. Each service covers a group of schools. At the end of the three-year programme, Metro aims to provide yellow bus services to 300 of the county's schools.

The new services are branded as My Bus.

www.wymetro.com

Certifying safety partnership

TRAVEL WEST MIDLANDS has awarded an Operation Safer Travel Mark of Excellence certificate to the Wolverhampton Community Safety Partnership. WCSP has worked with staff from both TWM and the Midland Metro over the past 18 months to examine strategies to address problems of anti-social behaviour on buses and trams.

Jack Henry, TWM engineering director, says: "Our prestigious OST Mark of Excellence certificate ensures that organisations who work in partnership with us and make a difference, can be rewarded and

recognised. WCSP have been a welcome partner in Operation Safer Travel now for two years and their commitment to bus and tram safety is impressive. "WCSP recognise that pro-active initiatives that help passengers on our bus and tram network also helps to enhance the city's growing reputation as a safer, vibrant city."

WCSP was set up in 1994 and aims to give local residents a voice in local issues and bring together both public and private sector organisations.

www.travelwm.co.uk

Optare opens Benelux office

OPTARE IS promoting its bus range in continental Europe with the opening of a new sales office in Eindhoven targeting customers in The Netherlands, Belgium and Luxembourg.

"Winning sales on the Continent is a key part of our future strategy", says Paul Chapman, Optare's commercial director. "We are confident that we have in the Solo the right vehicle with which to begin to target European customers and some of our other models, notably the new Tempo, should have strong appeal too."

See People, page 71

www.optare.com

New Green Line fares

FIRST THIS week introduced an experimental fare structure on four Green Line services from Berkshire to London. Each journey throughout the day will have a colour code, which dictates the fares charged. The seven colours, based on the colours of a rainbow, range from violet for a £1 single to red for an £11 day return.

The winter period sees a drop in the number of off-peak travellers on the services, and First hopes that the new fares will encourage more day-trippers, with return fares starting at £3.

www.rainbowfares.com

NEWS BRIEFS

New speed humps at the University of Bath have damaged three buses operated by First. Engineers have now altered the ramps to accommodate fully-laden buses. Russell Barrington-Crow, First's area operations director, says: "The university has co-operated fully with us. When the ramps were first put in place, we didn't experience any problems. It was only when term began and the buses were carrying a full load, that the ramps caused any damage." ■

A flexibly-routed demand-responsive taxi-bus service has been started in the Forest of Dean, operating two routes centred on Mitcheldean. The service has been funded using money from the government's Rural Bus Challenge. ■

Fife council has announced plans for a new £750,000 bus station in St Andrews. Work is to start in January, with completion in the spring. ■

A 22-year-old Stagecoach driver in Cheltenham has been robbed of his takings at knifepoint. The driver stopped when a man ran out in front of him, waving his arms. The man then boarded the bus, pulled out a knife and demanded money. ■

European diesel price update

pence per litre equivalent

Austria	59.33
Belgium	57.26
Czech Rep	60.54
Denmark	78.74
Estonia	47.84
Finland	62.09
France	66.23
Germany	71.06
Greece	64.85
Netherlands	68.30
Hungary	73.02
Ireland	64.85
Italy	68.30
Luxembourg	53.82
Norway	73.77
Poland	61.35
Portugal	57.26
Spain	57.95
Sweden	75.35
Switzerland	73.54

Source: AA





First achieves first spit-kit conviction in Glasgow.



Anti-social behaviour is also a deterrent to employment. Why drive a bus with a potentially threatening or unpleasant load when, for the same sort of wage, you could drive a truck?



Tackling bad behaviour

The conviction of a 17-year old for spitting at a Glasgow bus driver is a vindication of the new practice of issuing DNA swab kits. But what else can operators do to protect their staff? **Stewart Brown reports.**



Assaults on staff are not simply a big city problem.



It used to be a joke: "Bus driving would be a great job if it wasn't for the passengers." Now it is in danger of becoming a sad fact of life.

Every day bus drivers face abuse from passengers.

Let's not pretend it's new, because it isn't. It's difficult even to say if the problem is getting worse, or if it's just getting more publicity. But it is a problem, of that there's no doubt.

It's primarily an urban problem, and there are regular reports from most of Britain's biggest cities of assaults on drivers. In just one month this year – September – bus drivers in south-west London made 443 reports to the capital's Transport Operational Command Unit, part of the Metropolitan police which is funded by TfL. This led to 81 arrests. If they reported 443 in-

cidents, in how many more cases did they feel it safer to keep their heads down?

At a conference on transport crime in Liverpool last week transport minister Tony McNulty spoke of the need to show bus industry staff respect. He urged the introduction of zero tolerance towards anti-social behaviour saying that it was not inevitable that we should have loutish behaviour on buses.

McNulty has previously addressed the issue saying last year that bus drivers were entitled to perform their work in safety and without abuse. "The vast majority of bus and coach journeys are made safely," he said, "but all too often bus crews are the target of assault and abuse."

"Crime and the fear of crime is not just an issue for the travelling public, it is also an issue for staff."

First Glasgow has addressed the issue of drivers being spat at by issuing DNA swabs, the so-called spit kits, and the first successful prosecution of someone for spitting at a bus driver saw a 17-year-old youth being convicted at Glasgow Sheriff Court last month of racially aggravated breach of the peace and assault. He was fined £300.

The significance of this case is that it sends a warning to others that they stand a good chance of being caught, in the hope that will dissuade them from assaulting other drivers. First Glasgow anticipates further convictions in other spitting incidents.

However assaults on staff are not simply a big city problem. Last month there were two attacks on Arriva drivers in Telford, both motivated by robbery and one, late at night, reportedly involving a gun.

But it would be wrong, too, to think of bus crime as primarily a night-time problem. Drivers are as likely to be assaulted during the day. The spitting incident in Glasgow took place at 1600.

Aside from assaults on staff there are wider issues relating to anti-social behaviour on public transport.

Travel West Midlands runs a high-profile campaign, Operation Safer Travel, and regularly issues reports to the local press of OST successes, a move designed to deter would-be offenders. Much of the work of OST, a partnership between the bus operator and the police, is geared to preventing vandalism and fraudulent travel, but it also nets criminals, with many of the checks resulting in

Cash-free buses improve driver security.





Free travel for police officers was once commonplace, and is again being introduced by companies who see tangible benefits in having policemen on buses.



small numbers of passengers being arrested.

It also addresses behavioural issues, such as smoking on buses, and earlier this year Travel Coventry successfully prosecuted five passengers for smoking. They were fined a total of £285 for the offences as well as £100 in court costs.

The most serious of on-bus crimes is clearly assaults on staff and passengers, followed closely by threatening behaviour which stops before turning to actual violence. Aside from the effects it has on those involved, anti-social behaviour is also a deterrent to employment. Why drive a bus with a potentially threatening or unpleasant load when, for the same sort of wage, you could drive a truck?

Vandalism costs the industry vast sums of money, not just in repairs, but in convincing potential passengers that there have to be better ways to travel – so revenue is lost. Would you choose to travel on the top deck of a bus where every window has been etched by vandals?

Is there an answer to these various issues? Well, no. At least not a single answer.

Staff training is important, and good customer care training isn't just about being polite to some grumpy old sod who grunts as he boards the bus, but about developing the skills which allow a driver to defuse a potentially violent situation. When tempers flare that's easier said than done, but an appropriate response might make all the difference – even if it would be more satisfying to fight verbal abuse with more verbal abuse.

Protective screens and assault



■ CCTV has become a key part of the armoury to combat anti social behaviour.

alarms for drivers have been around for 20 years or more, and will provide some security if the driver remains in his cab. More operators are fitting screens – Nottingham is the latest, following an attack on a driver which may have left him with as permanent eye injury.

CCTV is at present helping catch people who misbehave on buses, and as more and more people realise that CCTV cameras actually work – in the early stages of on-bus surveillance some operators used a mixture of real and dummy cameras – so CCTV will become more of a deterrent. The day when it is a standard fitment on all new buses surely cannot be far off.

One way of eliminating violence towards drivers is to relieve them of any duties other than driving. This is happening in London, where on the capital's fleet of almost 300 articulated buses passengers pay before they board

and don't even have to show their tickets to the driver.

It means there's no cash on the bus, and that eliminates attacks motivated by robbery. As the driver is working behind a security screen even unprovoked attacks are made more difficult.

This approach is being followed by First in its Streetcar, which takes to Britain's roads next year. Here the driver is in a separate compartment, just like a tram driver.

Partnerships with the local police have an important part to play. In some areas – Glasgow is one – other bodies provide funding to ensure the police devote resources to transport crime. There the Strathclyde PTE provided money to secure a dedicated police officer to work full-time on crime reduction campaigns directed towards the problem of stoning buses and general disorder and crime on buses. The initiative between

TfL and the Metropolitan police addresses not just bus crime, but other problem areas such as the illegal use of bus lanes.

Free travel for police officers was once commonplace, and is again being introduced by companies who see tangible benefits in having policemen on buses.

And last year the DfT published guidance to help tackle crime on buses and coaches: Protecting Bus and Coach Crews: A Practical Guide. It offers advice to operators and staff on how they can reduce the risk of violence, anti-social behaviour and criminal damage.

There is no easy answer. The problem is not new. But what is different is the availability of new resources to tackle it – which can range from CCTV and assault screens, through to training in dealing with aggression.

It's just sad that the industry needs to use them.



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Managing Director
Newport Transport

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Pat Harris
BUSK (Belt Up School Kids)



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USA

A 17-year-old boy has been arrested in Los Angeles for allegedly causing \$200,000-worth (£110,000) of damage to Metropolitan Transportation Authority buses by scrawling his mark on them. The MTA plans to seek restitution from the teenager's parents.

TESTS by Westport Innovations of two Cummins-powered buses fuelled with a blend of hydrogen and compressed natural gas known as HCNG, show that the HCNG buses retained the same power and torque as natural gas buses while producing about 50 per cent less nitrogen oxides (NOx) and non-methane hydrocarbons (nmHC) emissions.

Michael Gallagher, Westport's chief operating officer says: "As cities begin to develop their hydrogen infrastructure we expect HCNG buses and trucks will offer an excellent way to develop critical mass for fueling infrastructure while allowing fleets the flexibility to revert to CNG-only operation as fuel availability dictates. This experience could be a significant first step in moving towards hydrogen-based transportation in the future."

Westport is to demonstrate up to five HCNG-fuelled transit buses in Vancouver, and is working with China's Tsinghua University to co-research and demonstrate technologies using HCNG in bus fleets in Chinese cities.

Voters in Arizona are considering a 20-year \$15.8billion (£8.5billion) transport plan for the adjacent cities of Phoenix and Scottsdale which would include \$2.7billion (£1.5billion) for improved bus services. The funding would come from the extension over the next 20 years of a half-cent sales tax. Bus use in Phoenix has risen by 40 per cent in the last three years, following the adoption in 2000 of a sales tax to fund transport. Included in the plan are 2,100 new buses, 1,000 new dial-a-ride vehicles, improved services on 30 existing routes, and the creation of ten new routes.

Supporters of the plan say changing demographics will boost demand for transport. The region's elderly population will triple in 20 years, compared with a doubling of the overall population.

And transport officials say more frequent services and longer hours of operation will make buses something more than an option of last resort for those without cars. "The impression that people won't ride because they can afford another alternative doesn't necessarily reflect other desires, like the ability to make an environmental choice or just to cut trips," says Mary O'Connor, Scottsdale's transportation general manager.

A FLEET of 17 hybrid buses is being used to introduce new commuter services, branded e-tran, to Elk Grove, California, from January 2005. The buses feature an ultra-low emission Ford petrol engine which meets 2007 California Air Resources Board and Environmental Protection Agency standards for emissions of nitrogen oxides. Each bus will feature on-board satellite TV with passengers using headsets to hear broadcasts. The buses will also feature reclining seats with tray tables, parcel racks, and individual reading lamps. Each bus will also be equipped for wireless internet access. The buses are not new. They are instead total rebuilds by Complete Coach Works of mid-life Gillig Phantoms.

A programme to cut pollution from school buses in Iowa by running them on biodiesel has received a \$250,000 (£135,000) federal grant. The aim is to have 230 buses running on biodiesel, which costs operators \$2.35 (£1.27) a gallon, compared with \$1.48 (80p) for normal diesel.

And in a separate move in New Jersey the problem of school bus emissions is being tackled by fitting vehicles with particulate traps designed to reduce particulate emissions by 50 per cent or more, and crankcase ventilation filters to reduce oil drips and aerosol emissions.

In a scheme funded by the state's Department of Environmental Protection and energy supplier Public Service Enterprise Group, 46 school buses operated by Camptown Bus Lines are being fitted with the equipment.



CHINA

CHINESE automotive manufacturer Dongfeng says that after a year of tests it plans to start the mass production of hybrid buses in 2005. With the number of vehicles on Chinese roads increasing rapidly, China faces the twin problems of pollution and a growing reliance on imported oil.



BANGLADESH

OLD buses are to be banned from the streets of Dhaka, the capital of Bangladesh. The plan is that any public transport vehicles - buses, minibuses, cabs and auto-rickshaws - which are over ten years old will be prohibited from the city. They will still be allowed to operate elsewhere.

PERU

PERU has joined the countries investigating alternative fuels with the introduction of the country's first CNG-powered bus in the coastal city of Callao. Peru has natural gas reserves.



CANADA

A two-week strike by 700 bus drivers in Quebec City has ended with a six-year wage deal which will increase drivers' wages by 15 per cent. The hourly rate for drivers will rise from \$21.13 (£9.50) to \$24.21 (£10.90) by 2007, and after five years of service drivers will get four weeks holiday. During the strike company managers drove buses to provide a limited peak hour service.



Cometh the year...



...cometh the MAN

How does a PSV manufacturer follow winning the Coach of the Year 2004 award?
That was the burning question at NEOMAN, the bus and coach subsidiary of MAN.
And the company didn't have to wait too long for the answer. Bus of the Year 2005 goes to the new, refined MAN Lion's City bus, proving that, as far as bus and coach awards are concerned, two really can come along at once.

MAN Lion's City secured victory with a combination of innovations.

Superwide tyres, modified four-bellow rear suspension, new-design running gear, an aisle width of 800mm and a range of seating variants – all combined to provide a bright and spacious interior for passengers and an economic, practical business proposition for operators.

And it's good news for UK operators too, as Lion's City technology will be available on a wide range of coaches and buses tailored specifically for the UK.



NEOPLAN

Members of the MAN Nutzfahrzeuge Group

DIARY EVENTS

Tuesday 16 November

Conference: Quality Bus Contracts – The legal and financial implications, London. 01224 263134. www.rgu.ac.uk

Thursday 18 November

Lunch: Ninth Annual Bus Industry Awards, London. www.bus-industry-awards.com

Saturday-Sunday 20-21 November

Exhibition: Coach & Bus show, Dublin. www.cttc.ie

Wednesday 24 November

Conference: Accessibility Regulations for Coaches, Warwick. 020 7240 3131 www.cpt-uk.org

Thursday 25 November

Conference: Towards Sustainable Urban Transport, Brussels. 00 44 32 2 663 66 30. www.uitp.com

Tuesday 25 January 2005

Conference: LTP2 – The Key Issues, London. 01224 263134. www.rgu.ac.uk

Thursday 27 January 2005

Dinner: CPT Annual Dinner, London Hilton Hotel. www.cpt-uk.org

Monday-Wednesday 7-9 March

2005 Exhibition: Busworld India, New Delhi.

Wednesday 30 March 2005

Dinner: London Transport Awards, London Hilton Hotel. 01224 263134. www.abs.ac.uk/cftp

Thursday 31 March 2005

Conference: London Transport Awards, CBI Conference Centre, London. 01224 263134. www.abs.ac.uk/cftp

Monday-Tuesday 25-26 April

2005 Conference: CPT Scottish Council, Gleneagles Hotel. 0131 272 2150. www.cpt-uk.org

Sunday-Thursday 5-9 June 2005

Conference and Exhibition: UITP, Rome. www.uitp.com/rome2005

Nostalgia for charity

REGULAR readers will know of my aversion to Routemasters, buses which should long ago have been consigned to museums and scrapyards.

I had intended never to mention them again – or at least not until I can celebrate the last one departing from regular London service – but I'll make an exception for this one, because it was all for a good cause.

When Arriva London replaced Routemasters on route 73 with new Mercedes artics – from the ridiculous to the sublime, to coin a phrase – they organised what in the world of television would be called celebrity guests to mark

the occasion.

These celebrities were assorted old buses, including RM5, seen here with Arriva London's managing director Mark Yexley, receiving a cheque for Cancer Research UK from Colin Springall, who arranged the event.

Says Mark Yexley: "Some enthusiasts offered to run vehicles on route 73 to mark its vehicle changeover and to allow customers and enthusiasts alike the chance to take a nostalgic journey.

"No fares were charged for these buses – but customers very generously donated a total of £250 to travel."



Florida lava louts

THE bus station in downtown Orlando in Florida was closed for an hour one morning in late October as the bomb squad checked out a suspicious container of clear liquid on the roof of an adjoining office building.

It was discovered after police responded to a report of people on the roof who are described politely in the US as "transients".

On this side of the Atlantic we'd use much more pointed descriptions.

Anyway, this mysterious container was reported to the bomb squad by police officers whom, one suspects, were too young to remember the 1970s – for it was nothing more harmful than a lava lamp.

I've never liked them much myself, but my dislike was never so intense that I felt like getting the bomb squad to come and deal with one.

Much easier to simply switch it off, hide it behind the settee and hope nobody notices it's missing.

Digging for treasure

BRISTOL'S Marlborough Street bus station is now being demolished in preparation for the construction of a new one. And archaeologists are to search the site for medieval remains. They hope to find a human burial site and discover further buildings connected to a 12th-century church.

One suspects they might also find genuine Setright bus tickets, the odd bus timetable and traces of diesel leaked from bus engines over many years.

Those were the days . . .

WE take Dennis products pretty much for granted these days. Over the last 20 years the company's buses and coaches have penetrated just about every corner of Britain – and hopefully will continue to do so now that the TransBus chapter has been closed.

But it wasn't always the case, and while Dennis was an old-established maker, it was never really that big in the bus business.

This vehicle, a Lancet II, is typical of the single-deckers which the company built in the late 1930s and 1940s with its high-set radiator. It's actually a 1938 model, operated by West Bromwich Corporation, and it had an unusually high seating capacity of 39 for a 1930s bus. It served West Bromwich for 20 years, and the modern Daimler



in the background indicates this picture was taken near the end of its life, although it still looks pretty smart. The West Bromwich livery was two shades of blue and cream. With tiny headlamps, miniscule mirrors and a small windscreen the driver wasn't exactly

provided with a luxurious or well-appointed working environment. Suspension seats for drivers? That'll be the day!

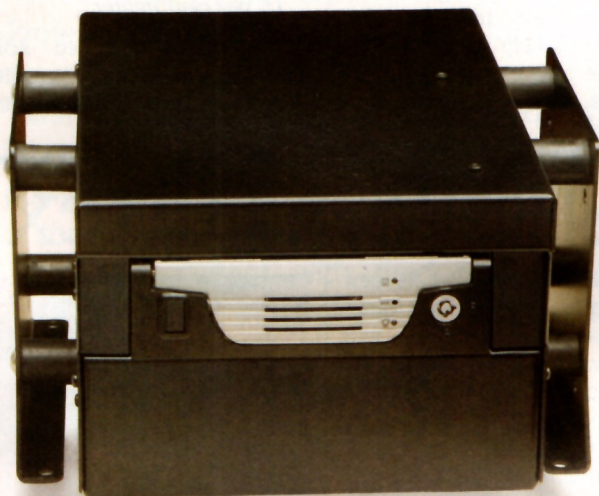
The West Bromwich bus fleet was absorbed by the West Midlands PTE in 1969. Today the town is served by Travel West Midlands.

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New Adgroup branding



ADBUS HAS relaunched itself as Adgroup to reflect its growth beyond the UK and to distinguish its advertising business on- and off-bus.

The group comprises two brands: Adbus which looks after bus advertising in the UK as well as Malta and northern Portugal; and Adsite which covers airport advertising at Leeds Bradford International Airport, ferry advertising on Caledonian MacBrayne Ferries and racecourse and leisure advertising at Newcastle Racecourse.

Since its launch in 1986, the company has been known as Adbus, but founder and managing

director Andrew Walker believes it is the right time to change: "With such a huge growth in our business both in the UK and across Europe, we felt the time was right to relaunch our name to reflect our size and portfolio."

"Adgroup has now been born with an expanded team of dedicated and experienced personnel who will offer the highest levels of service and advice to our clients."

To reflect the company's growth, the senior management team has expanded with new appointments in finance, sales and marketing.

• See People, page 71.

Stedall revamps website

A MAJOR upgrade has been completed on the Stedall (Vehicle Fittings) website. The company's entire catalogue is now available online and customers can print off pages in PDF format.

www.stedall.co.uk

Safe cash depositing

SCAN COIN offers a new driver cash depositing systems, CDP4 with a number of enhanced features. The system is designed for through-the-wall or stand-alone installation and incorporates a colour screen and Windows 2000 operating system.

The CDP4 connects to TCP/IP networks to transfer cash information, real-time monitoring of machine operations and service diagnostics. A USB port is provided so that additional peripherals such as memory devices and floppy drives can be connected to transfer data.

The CDP4 module is compatible with all existing Scan Coin CDP installations and can be used with existing base cabinets, safes and vaults.

Front or rear access can be specified for removing note and coin vaults and for servicing.

"In developing the CDP4 we looked at future as well as present requirements," says Steve Fitton, Scan coin sales director. "The system is

designed so that we can add to the features and functions in the future without the need for modification or mechanical changes. The coin mechanism and control functions are all software-controlled so the CDP4 can grow and evolve with the changing needs of operators."

The CDP4 processes up to 16 coins and tokens at speeds of up to 800 a minute. Coin and note total counts are displayed on a full-screen LCD, and Escrow facilities offer drivers the option of recovering coins. The system can be pre-programmed to accept metal National Transport Tokens.

In addition to validated cash transactions, the CDP4 incorporates a dropsafe for depositing non cash items such as cheques, credit card slips and tickets.

The system imposes a routine on all drivers. Before being allowed to deposit cash they must respond to questions on the CDP's display including confirmation that any vehicle

New lightweight seat from Grammer



GRAMMER'S NEW Gran Turismo seat is lighter than conventional passenger seats, according to the German-based seat manufacturer, whilst meeting all rigidity and safety requirements.

Around 15 per cent of the weight has been taken out of the seat compared to a traditional design, reducing overall vehicle unladen weight.

Grammer, which also owns Lazzerini, says that the new seat should help operators cope with the tough weight limits on coaches, whilst ensuring comfort and safety.

New Grammer seat is 15 per cent lighter.

The newly launched 25kg Gran Turismo has an integrated 3-point seat belt and Isofix child seat attachment.

Evolution from Furtex

FURTEX HAS unveiled its new Evolution wool moquette range with seven designs in four colourways.

All of the fabrics in the Evolution range are stocked for next day delivery, according to Furtex and backed by a five year guarantee. Co-ordinating fabrics are available for ceilings, sides and curtains and a full bespoke service is also available.



New Evolution range offers 28 fabric options.

defects have been reported.

Scan Coin's Cash Vault Management System offers a secure and auditable solution for managing on-bus cash vaults and permits vault tracking and reconciliation from vehicle to cash room. All vehicles and vaults are bar-coded and read using a hand-held data collection module. Similar modules attached to the cash office counting and sorting equipment permit a seamless and verified audit trail of vehicles, vault and cash details.

"The system is simple to operate, fast and error free," says Fitton. "When removing a cash vault from the bus, staff simply scan the bar code on the full vault, followed by the bus bar code and finally the empty vault that is being installed. The module warns them if they try to record data in the wrong order."

The Cash Vault Management System is fully compatible with Scan Coin's high speed coin sorters including the SC Active 4000 and the SC Active 2000.



Scan Coin's new CDP4 system.

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Optimist wins

Plaxton chief executive Brian Davidson is pleased with progress since the management buyout of Plaxton from the TransBus administrators earlier this year. He talks to **Steve Rooney** about his plans to build on the goodwill of the brand.



Scarborough is now back at pre-administration levels of production,



BRIAN Davidson is not someone to take no for an answer. That's certainly true of his ambition to take on the Plaxton business. His first bid for the business was back in June 2002. After this was rebuffed by TransBus, he tried again in December 2003. Another negative response didn't put him off, he simply kept his powder dry and re-emerged to buy the business from the administrators when the walls came tumbling in on TransBus.

If truth be known, he's probably got a much better financial deal by being turned away at the outset, but of course at the expense of lifting the business out of the trauma of administration.

"Scarborough is now back at pre-administration levels of production," says Davidson. Supply-chain problems have largely been resolved and the undeniable enthusiasm of the Scarborough workforce – from boardroom to shop floor – has meant a speedy return to the

marketplace for a much-loved British coach brand.

"There has been a fantastic enthusiasm amongst the Scarborough workforce," says Davidson, "and this has now transferred to Anston and the parts operation."

"We have a very open culture here. We share lots of economic information with the whole team and have maintained very good relations with the trade unions."

According to Davidson the profitability targets for the first six months of trading will be met and cash generation has allowed the company to reduce its bank debts. "We now have negligible borrowings," says Davidson.

"Our goals are not volume related," he adds, acknowledging that turnover is slightly down on initial projections although he puts much of this down to early supply issues and phasing of production. "We are looking forward to a very strong December," he says.

Plaxton's latest baby is the Pronto, an accessible minibus

whose development was delayed due to the TransBus collapse. As a result of the slide into administration, early orders were cancelled but the product has now re-emerged and the first vehicle delivered to the London Borough of Redbridge. The Pronto joins the small bus line-up from Plaxton produced at its Anston plant. The Beaver 2 continues to gain orders with around 90 vehicles produced in 2004. Rumours of its demise at the hands of accessibility regulations have now been confounded by Plaxton's announcement of a new wheelchair-equipped version to full DDA-spec for production next year. "The Beaver order book remains very busy," says Davidson. "The DDA variant with a side lift arrangement will retain at least 27 seats and at 16-20mpg, it remains the best value in its class in terms of pence-per-mile."

The Cheetah which now sports new Kiel seats offers a "real coach feel in a smaller vehicle," says Davidson. "The new seats



We anticipate that the additional cost for the wheelchair lift will be within the industry's expectation levels of around £10-£12,000.



through

offer an improved 3-point belt option and we have also fitted the same plug door system that is in the larger coaches."

Whilst Cheetah production is normally carried out at Anston, the company has the flexibility to switch it to Scarborough if capacity is needed at Anston for Beaver and Pronto production.

At the Coach & Bus show, Plaxton announced orders for 12 Panthers for Sean Logan. The coaches are 12.8m on two axles, an arrangement that Davidson believes offers the best value in terms of capacity without the additional cost of a third axle.

Orders for ten 10m Profiles were also announced at the show although the operator's names have yet to be confirmed.

"There is strong demand for a mid-sized coach," says Davidson. "But you have got to get the economics right." The short Profiles will be built on Javelin chassis which also offers good luggage capacity in a 10m vehicle.

Wheelchair accessibility was one of the main talking points at the NEC show and whilst Plaxton is not yet ready to unveil its solution to getting wheelchairs onto a high floor coach, it has much work in progress with a target for the first lift-equipped vehicles to go into production shortly. "We aim to have the vehicle available in the first quarter of 2005," says Davidson.

Plaxton's solution is a wheelchair lift at the front entrance which moves the passenger up into the vehicle and then back into the first front offside position. The wheelchair passenger will then be seated in the main passenger area, unlike the Wrightbus solution which places the wheelchair on the lower platform level.

Plaxton's wheelchair lift requires a wider entrance door and will be available initially only on the Panther body. A full working model has already been revealed to some Plaxton customers. "We anticipate



that the additional cost for the wheelchair lift will be within the industry's expectation levels of around £10-£12,000."

The EuroRider chassis with Plaxton body was also on display at Coach & Bus. Whilst there were a small number produced under previous regimes on both sides – Coach Europe and TransBus – there appears to be real belief in the Plaxton/Irisbus combination this time around. "I believe that it offers a very good low-cost high-floor coach," says Davidson. For Irisbus the Plaxton body sits alongside the higher-spec Beulas and provides an additional platform for them to maintain their strong position in the UK coach market.



Our parts operation is now able to offer someone on the end of the phone who is a coach specialist and knows the Plaxton product inside-out.



Continued on Page 22 ►



■ EuroRider Paragon heralds a renewed partnership between Irisbus and Plaxton.

Continued from Page 21 ►



■ The first Pronto is now in service with the London Borough of Redbridge



There has been a fantastic enthusiasm amongst the Scarborough workforce and this has now transferred to Anston and the parts operation.



Yellow school vehicles may be flavour of the month, but Davidson appears unlikely to be diverted away from his main purpose by reacting to cheap imports of dedicated yellow buses. "The 70-seat Profile is a true multifunction vehicle," he says. "Not only can it be used to take kids to and from school, it's a vehicle that parents can have confidence in for a trip across to France, with the space to handle the luggage as well."

"We believe that the important thing is for our models to be best in class. That way you ensure that residual values remain high. The proof of this is that when we take in used Plaxtons through our dealership, they don't wait around long for a buyer."

Davidson is proud of the quality of the dealership operation at Anston. "We aim to keep the vehicles in pristine condition," he says, "and, most importantly, buy and sell at the right price so they are moved on quickly."

The parts and service operation too is surpassing expectations, according to Davidson. "We are now able to offer someone on the end of the phone who is a coach

specialist and knows the Plaxton product inside-out." Davidson has backed his commitment to strengthening the parts and service operation with an additional £500,000 worth of parts inventory at Anston.

Davidson started his career at British Aerospace after an economics degree at Glasgow University. "I started as a buyer, even though I didn't really know what one was. But the British Aerospace name sounded good anyway."

In 1995 he joined Alexander. "I was due to take up a job at KPMG in London but following a call from Bill Cameron I became materials director at Alexander instead." Four months later he moved up to production director.

Davidson's stint at Alexander coincided with a significant increase in volume with UK buses vying for production slots with three-axle vehicles for Hong Kong. A short period in the US for Mayflower was followed by a return to Alexander as commercial director. Then came TransBus.



It is perhaps significant that the only part of TransBus that retained the original brand on the vehicle right up to the end was Plaxton.



"When TransBus emerged I originally planned to leave as I couldn't see how I would fit in, but then a position was created focusing on the restructuring of the operations."

Davidson says that he believed, at the time, that the initial decision to close Scarborough was folly. "I worked hard with John Smith and Neil Beresford to develop a business plan to preserve the Plaxton operation," says Davidson. "Fortunately the board eventually backed the plan."

"Through all of this work, I began to realise the depth of goodwill there was in the Plaxton

product. It is perhaps significant that the only part of the TransBus business that retained the original brand on the vehicle right up to the end was Plaxton."

Davidson is a self-confessed optimist. And now he has the opportunity to prove that his confidence in the Plaxton brand was justified. But he's not alone of course. Operators large and small were quick to acknowledge support for the re-emergence of Plaxton and if the company can maintain its position in the flat market that we are currently witnessing, it should be in a good position to prove the optimists right.

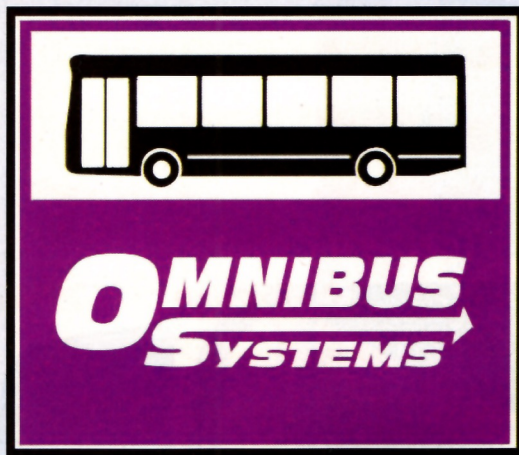


■ Pronto on the Translinc stand.



■ Plaxton made a last-minute decision to attend the NEC show.

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0740	10	1151	10
0755	10	1221	10
1251	10	1321	10
1351	10	1421	10
1521	10	1551	10
1621	10	1651	10
1721	10	1751	10
1821	10	1841	10
1911	10	1941	10
2011	10	2041	10
2111	10	2141	10
2211	10	2241	10
2311	10	2341	10

Saturdays			
Time	Service	Time	Service
0721	10	1051	10
0751	10	1121	10
0821	10	1151	10
0851	10	1221	10
0921	10	1251	10
1321	10	1351	10
1421	10	1451	10
1521	10	1551	10
1621	10	1651	10
1721	10	1751	10
1821	10	1841	10
1911	10	1941	10
2011	10	2041	10
2111	10	2141	10
2211	10	2241	10
2311	10	2341	10

Sundays			
Time	Service	Time	Service
0911	10	1311	10
1011	10	1411	10
1511	10	1611	10
1711	10	1811	10
1911	10	1941	10
2011	10	2041	10
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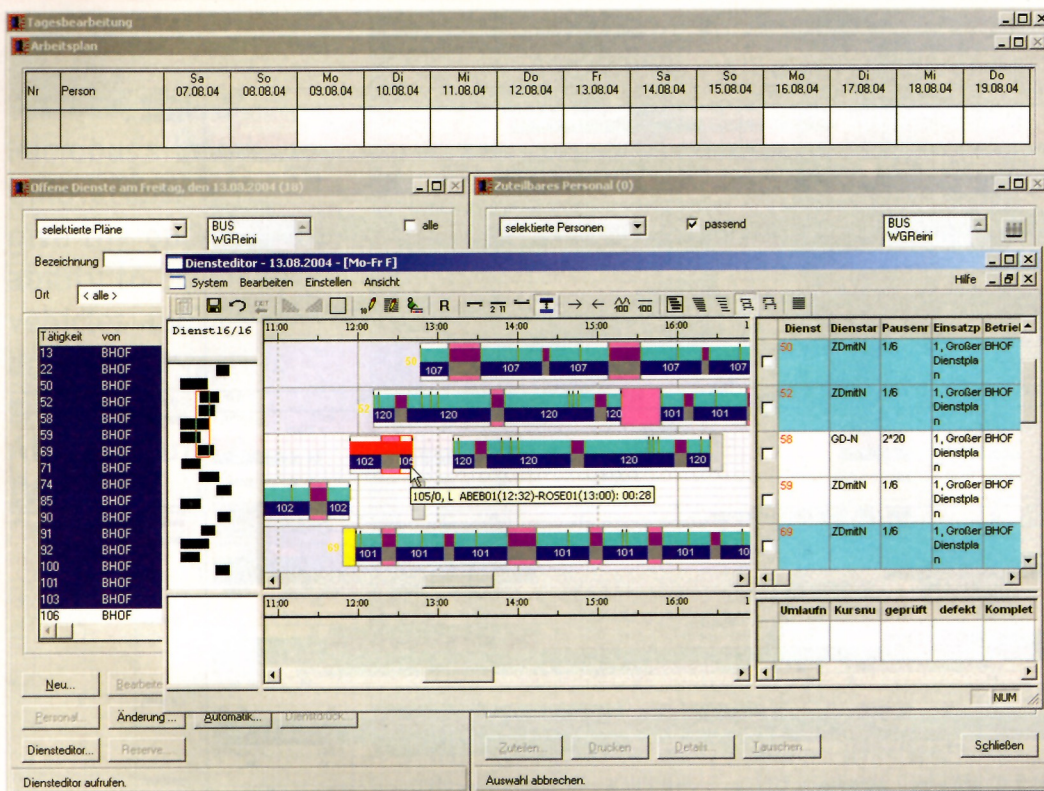
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COST EFFECTIVE SCHEDULING

Computerised timetable and scheduling systems continue to develop with new features to make the operator's life easier. **Steve Banner** reports.



As well as becoming more sophisticated, timetabling and scheduling software is getting easier to use.



One of the problems with computerised timetabling and scheduling systems so far as the smaller operator is concerned is cost. More and more software providers are attempting to overcome this objection by offering web-based systems, and Trapeze is one of the latest, with Trapeze 6 coming out next year.

"There's not so much of a hardware requirement, and savings can be made in terms of training, maintenance, and support too," says business development manager Chris Gough. "What's more, it makes linking up with journey planners and other information systems that much simpler."

Trapeze recognises that not all firms – especially small firms – require a function-rich product, and it can simplify its package so that they only get what they really want. "We can make it more specific to the individual user," he observes.

"You can still have Info Publisher though," he adds. It's used to print out timetables that can be used in promotional leaflets or posted at bus stops.

"We could add on Blockbuster too if that's what a customer would like," he says. "It can be used for duty scheduling."

"Remote access by lots of people if that's what you require is easy with Trapeze 6, and that's another advantage."

Remote access is something IVU hopes to offer in conjunction with its packages, says UK managing director Alistair Quigley.

"Although we're not looking at going web-based at present, what we are thinking about doing is giving drivers the ability to view their duty rosters from a home PC," he says. "It will tell them when they're next on, and give them further information such as how much holiday they've had, and how many days off sick."

While interested in appealing to smaller users, Trapeze is certainly not ignoring larger ones. "We've got nearly 120 clients in the UK now, and 20 to 25 of them are major operations, including local authorities and PTEs such as Nexus," Gough explains.

It has a contract with TfL to provide the software to support

► **Continued on Page 26**

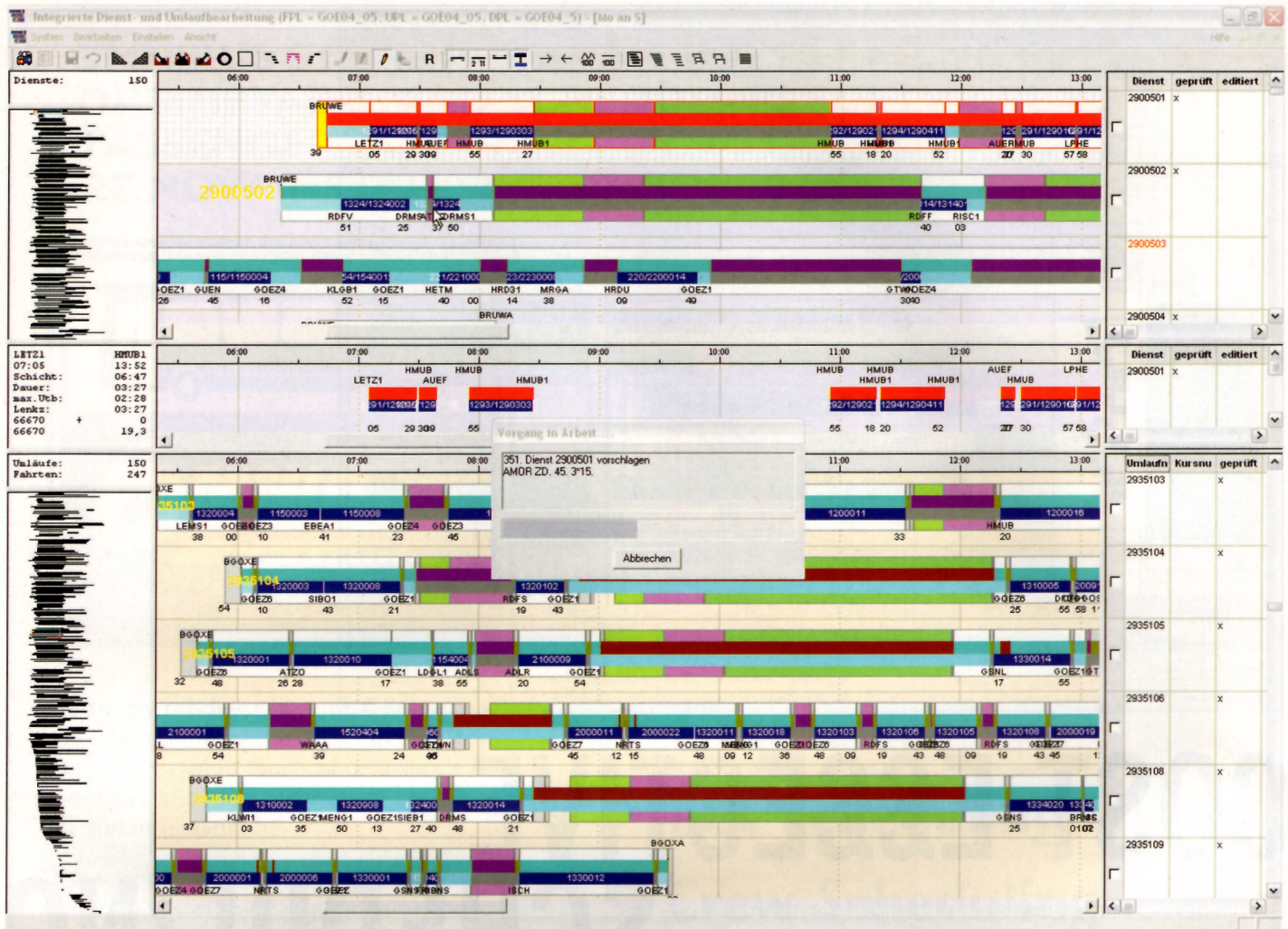
the Dial a Ride service it operates. "It will go live in the first quarter of 2005, and help handle 8,000 individual trips daily," he says.

Pembrokeshire County Council uses Trapeze's routing software to help organise home-to-school transport. By redesigning routes it has netted some substantial savings – the software can generate reports on topics such as ridership and costings – and is now using a Trapeze program to manage its Dial-A-Ride service too.

"Somerset County Council will soon be using our software to handle everything relating to passenger transport, including schools and social services," says Gough.

IVU too is promoting its wares to bigger customers. "In fact we've just converted two of our leading British clients – TWM and Nottingham City Transport – to the latest version of Microbus, our planning, scheduling, and optimisation software," says Quigley.

"TWM isn't taking this part of the package, but one of Microbus's latest innovations is



We've got nearly 120 clients in the UK now, and 20 to 25 of them are major operations, including local authorities and PTEs such as Nexus

Chris Gough,
Trapeze.



to give the operator the ability to schedule vehicles and driver duty rosters simultaneously," he says.

Said to be particularly useful to operators running cross-country routes and services to outlying areas, it's something that's being employed by bus company ARST, Azienda Regionale Sarda Trasporti. Its operation in Cagliari, the capital of Sardinia, is responsible for organising 460 vehicles and 950 drivers, and ARST is using Microbus to deal with timetabling too.

One of Italy's largest bus companies and, with over 12m passengers annually, the most important in Sardinia, ARST operates a number of cross-country routes. They include the island's important north-south link.

The installation of Microbus will be completed when it switches over to its summer timetable in 2005.

One of the program's big advantages, so far as ARST is concerned, is the way in which it offers a large number of standard interfaces to other systems. That's useful when it comes to, for example, generating and making use of payroll data.

The most recent version of

Microbus features a different approach to timetabling, says Quigley.

"With most packages you build up to the point at which the timetable changes from, say, summer to winter on date 'x'," he explains. "However our system allows alterations to be introduced at intermediate stages.

"If for example you decide you want a vehicle to leave 10 minutes later during the second week of December, then you can programme that in, and all the other timing changes will be made automatically," he continues. "If you want the bus to switch back to its ordinary timetable the following week, then Microbus can accommodate that too.

"You can play tunes on it. If you want five buses to depart 10 minutes early in the first week, but only two of them in the second week, then it can cope with that as well."

While TWM may not be employing IVU's simultaneous scheduling package, it's making full use of its new map module, says Quigley.

"You can see all the routes, stops, garages and so on, and

can move a stop simply by using a mouse to drag it," he says. "You can drag a route onto a different road if needs be if somebody is digging up the road it usually goes along and traffic is severely disrupted as a consequence.

"As you do so the software automatically calculates the distance the bus will now have to travel, changes the timetable, and alters the registered mileage into the bargain," he says.

As well as becoming more sophisticated, timetabling and scheduling software is getting easier to use.

All the OmniTIMES program from Omnibus Systems needs is for the operator to tap in all the data on journey times and frequencies. It will do the rest, taking into account both peak and off-peak times, devise a timetable, and print it out.

It can be used in conjunction with OmniBASE, which generates vehicle schedules, CrewPLAN, which schedules crews, and OmniROTA, which comes up with crew rotas.

Omnibus Systems has even developed PocketBUS. For use on a hand-held PC or Personal Digital Assistant, it's a successor to the old-style inspector's



One of Microbus's latest innovations is to give the operator the ability to schedule vehicles and driver duty rosters simultaneously.

Alistair Quigley,
IVU.



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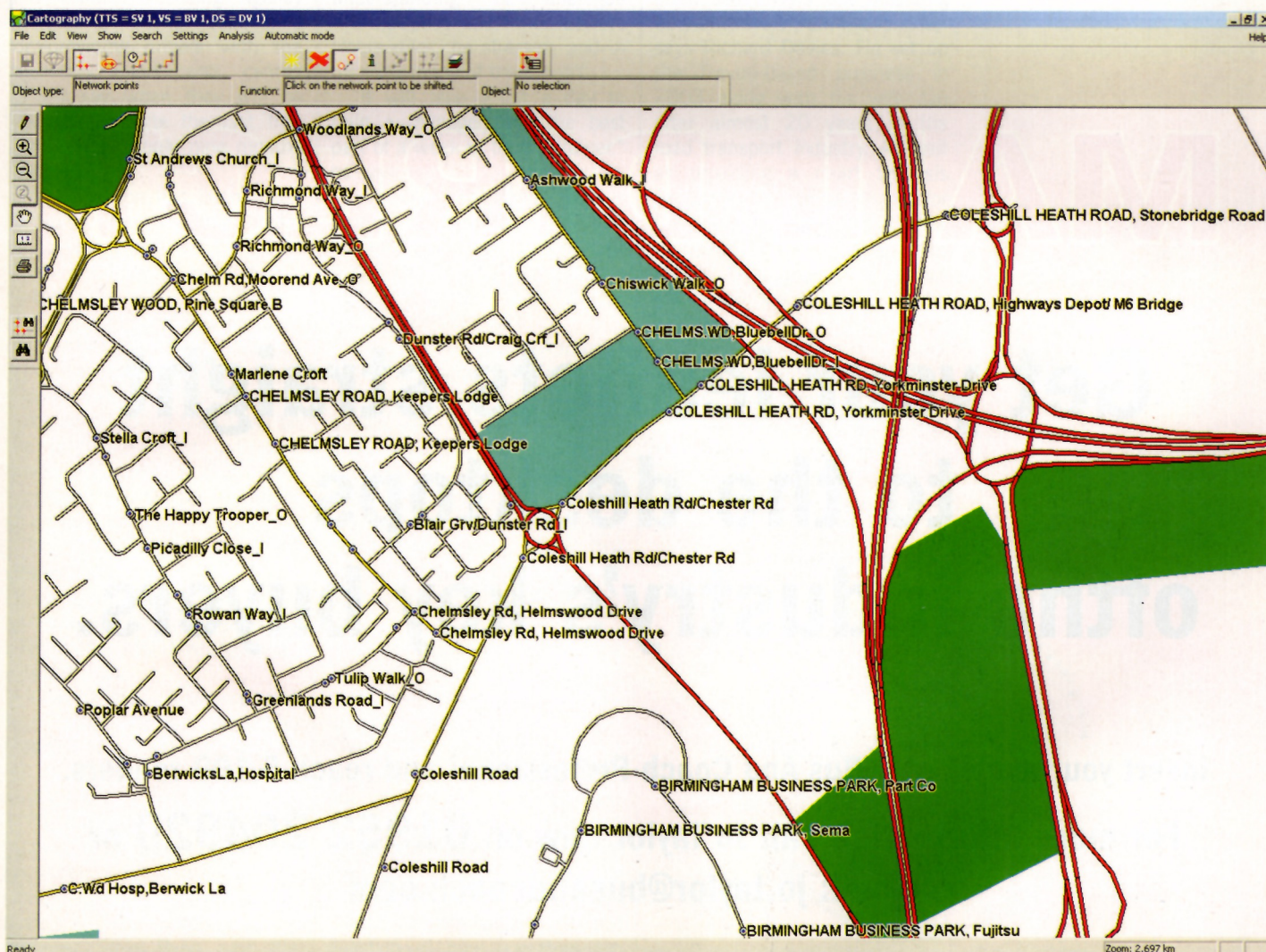
It holds timetable information in a way that allows the user to note down, for example, actual compared with scheduled departure times.

There is of course an argument – voiced more than once in the pages of *Bus and Coach Professional* – that computer software really isn't necessary

to produce timetables and schedules. What's needed is a competent scheduler.

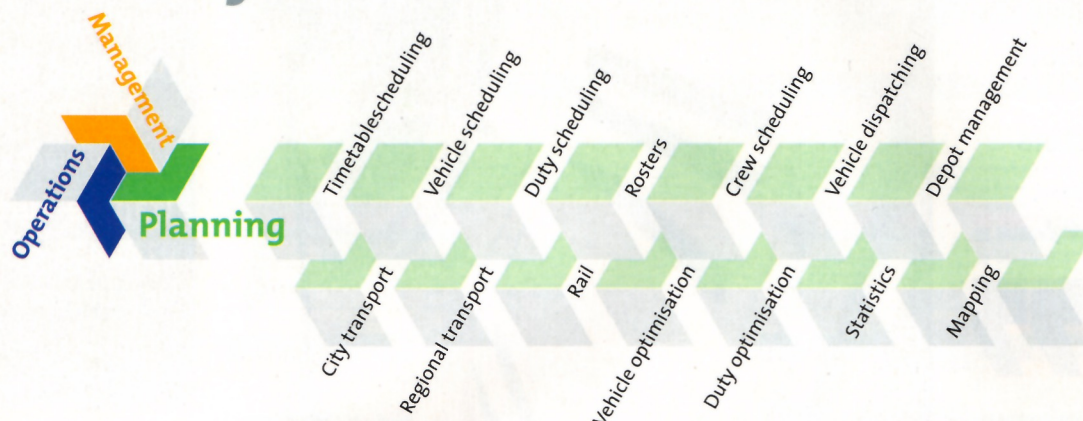
The trouble is that they're hard to find, take holidays, go sick into the bargain and – if they're that good – eventually leave because somebody else is prepared to offer them more money. None of that can be said about a software program; and such programs

work far faster than even the most dedicated employee.



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DIGITAL DATELINE

The digital tachograph saga appears to be reaching its endgame with next August being the likely starting date. But the arguments are not over yet, as **Steve Banner** reports

AFTER years of uncertainty, disputes, and threats of legal action against the European Commission by at least one leading trade association, smart-card digital tachographs look set to become a reality on 5 August 2005. Type Approved units are now available, and they'll be fitted to all new vehicles that come within the scope of the tachograph regulations from that date onwards.

That's not the end of the story however. Amazingly, the Driver and Vehicle Licensing Agency (DVLA), which is responsible for providing drivers with the necessary smart cards, cannot as yet say when they will be available; despite the fact that Digital Day is only nine months away.

"No decision has been made regarding the date that digital tachograph cards will be issued in the UK," says the DVLA in a written statement. "The situation is being monitored closely both nationally and in the EU, and an announcement will be made as soon as a decision is taken."

It's worth noting that it will be the responsibility of individual drivers to apply for the cards. Employers will not be able to do so on their behalf.

The CPT is relaxed about the situation however. "The DVLA is confident that it can cope, and we have no information to suggest that this is wrong," says a spokesman.

It won't just be drivers who will need cards. Workshop technicians will require them too, not to mention the enforcement authorities.

Then there's the question of training. Employees will have to be shown how to use the new devices, but tachograph supplier Actia's UK sales and marketing manager, Steve Byng, says the

complications shouldn't be over-exaggerated.

"It only took me an hour to learn how to use a digital tachograph," he says. "It's certainly quicker and easier to use than the traditional tachograph with its paper chart."

Mike Voyle, proprietor of training company Powerhouse Transport Solutions, believes drivers shouldn't need more than half-a-day's training. That presupposes however that they already have a good understanding of analogue tachographs and the Drivers Hours rules, he stresses; and in his view many of them don't.

"It will take about a day to train a manager, and the best part of a week to train a trainer," he says.

"Training shouldn't be a particular problem for the industry given that for the most part it will only be new coaches that are fitted with digital tachos," says the CPT.

Actia has had a Type Approved digital tachograph available for sometime under the SmarTach banner, and is hoping to capture a 30 per cent share of the OE market. "A large number of vehicle manufacturers have our product on evaluation, but unfortunately I cannot tell you which ones for reasons of commercial confidentiality," says Byng.

Its competitors are catching up, with Siemens VDO among those companies now also able to offer Type Approved units. "We've started production of test digital tachographs for the vehicle manufacturers and we'll have series production systems available by the official start date," says a company spokesman.

Also on the agenda is the question of how operators are

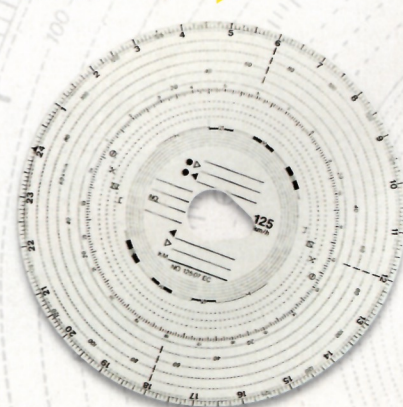
going to deal with statutory record keeping with some vehicles fitted with digital units, but the bulk still obliged to use traditional charts.

So many drivers fail to fill in their tachograph charts correctly that Tachograph Analysis Bureau has added a video clip to its website at www.tachographanalysisbureau.co.uk to show them how to do it correctly.

"Another regular fault is failing to take a 45 minute break after 4.5 hours of driving, and we often see drivers not recording duty time away from the vehicle," says Richard Davies. He set up the Devon-based business in 2003 along with his wife Jan after almost 20 years in the road transport industry. As well as providing a chart analysis service – he's now gearing up for the arrival of digital tachographs – Davies helps clients keep abreast of changes in the law, and checks the validity of driving licences too.

CPT is worried about combining digital tachographs and traditional charts. "We are concerned that side-by-side operation of old and new tachographs will be a rogue's charter," it states.

Continued on Page 30 ▶



DIGITAL DATELINE

Continued from Page 29 ►



It only took me an hour to learn how to use a digital tachograph. It's certainly quicker and easier to use than the traditional tachograph with its paper chart.



Steve Byng, Actia UK

One option for a company could be to switch all vehicles - old and new - to digital tachographs voluntarily, suggests Byng. While most operators are likely to be frightened off by the cost, he points out that a digital tachograph won't cost any more than an analogue one.

"We've spoken to several large fleet operators who can see the benefits of going paperless and using just one method of dealing with all tachograph information," he says.

"So far as older vehicles with round format tachographs are concerned, speedometers will be made available to fill the hole created by their removal," he continues. "More recent vehicles are of course equipped with a tachograph that looks rather like a radio or a CD player, although it still uses a paper chart, and that will be easy to replace."

Siemens VDO is offering an on-line service for a monthly fee that will analyse data downloaded directly from on-board units plus data the operator has recorded from analogue charts.

It will archive it, and the operator will be able to access it any time from a PC with internet access using a user ID and password. It will also be possible to compile a wide variety of reports and statistics.

An office software package that can do much the same thing is available too.

To make life even easier for companies Siemens VDO has come up with a memory stick to

allow data to be transferred from a digital tachograph to a PC. Weighing a modest 50 grams it connects to the former by means of a standard six-pin interface, and to the latter through the USB port.

Needing no external power supply or battery, it's got enough storage capacity for 50 quarter-yearly downloads.

Byng briskly dismisses worries that the new smart-cards will be less than fiddle-proof, and wide open to abuse. "You'll be looking at something like a chip-and-pin credit card, but a lot, lot more secure," he says.

"Analysing the data will be far easier than, say, using a stylus to try to follow the trace on a piece of waxed paper."

What happens if a driver leaves his card at home, or loses it?

The good news is that he'll still be allowed to drive, says Byng. The tachograph head unit will hold up to a year's worth of data, and the unit's integral thermal printer will allow him to run off details of his day's work, and hand it to the boss.

What he won't be permitted to do is work for an extended period without using a card at all. "Drivers should also bear in mind that the enforcement authorities are likely to start asking some awkward questions if they regularly lose cards," he remarks.

Continued on Page 32 ►



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DIGITAL DATELINE

Continued from Page 30



We are concerned that side-by-side operation of old and new tachographs will be a rogue's charter.

CPT



Valid for a maximum five years, the card will record and store 28 days of driver activity data, whatever vehicle is driven. The information it holds will include driver identity, the identity of the vehicle or vehicles he has been driving, and driving, working, and rest times.

There will also be the need to set up tachograph calibration centres with the appropriate equipment and trained staff. "We'll have them in place next year with a target of approximately 200 locations," says Peter Needham, product manager at Siemens VDO's UK operation.

The new units will have to be sealed and calibrated in the same

way as existing units.

Not all operators are entirely convinced about the virtues of the new technology.

"They say it's foolproof, but somebody will find a way of getting round it sooner or later," says one industry insider. "It's only a matter of time."

Perhaps – but a paper-based system is far easier to abuse, as numerous high-profile court cases over the years have shown. And technology that dates back to the 1920s, when the first analogue tachographs appeared in Germany, surely needs updating now we're in the 21st century.



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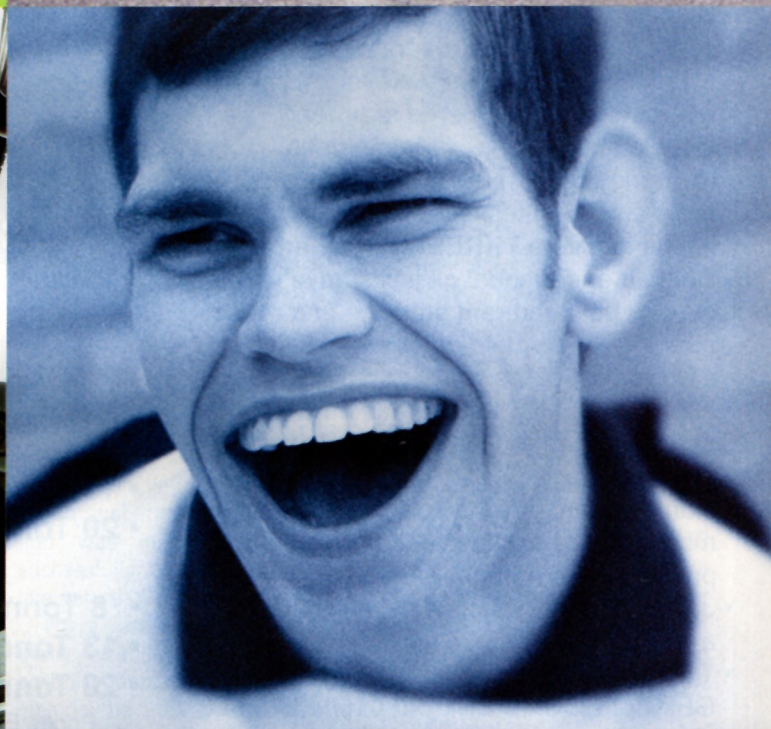
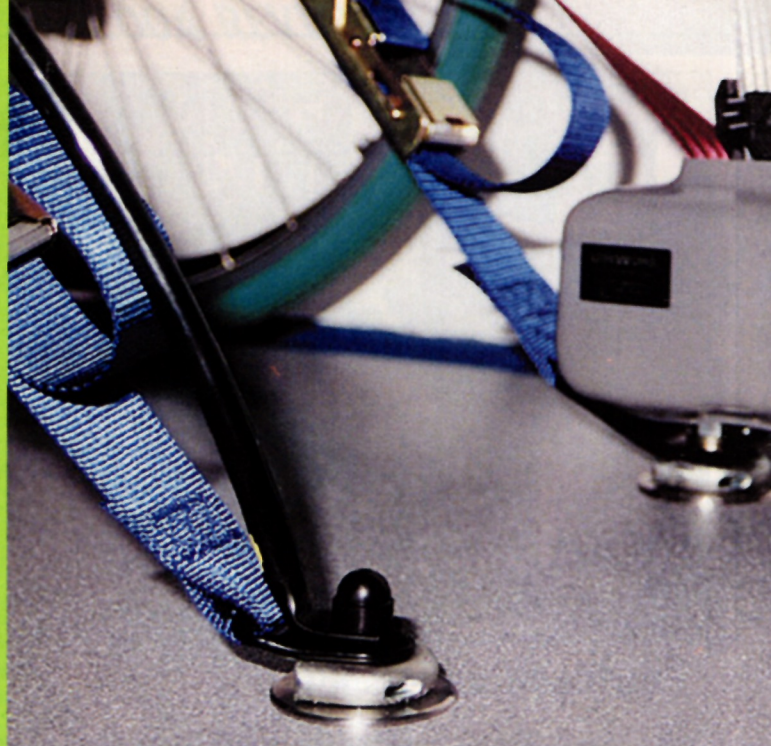
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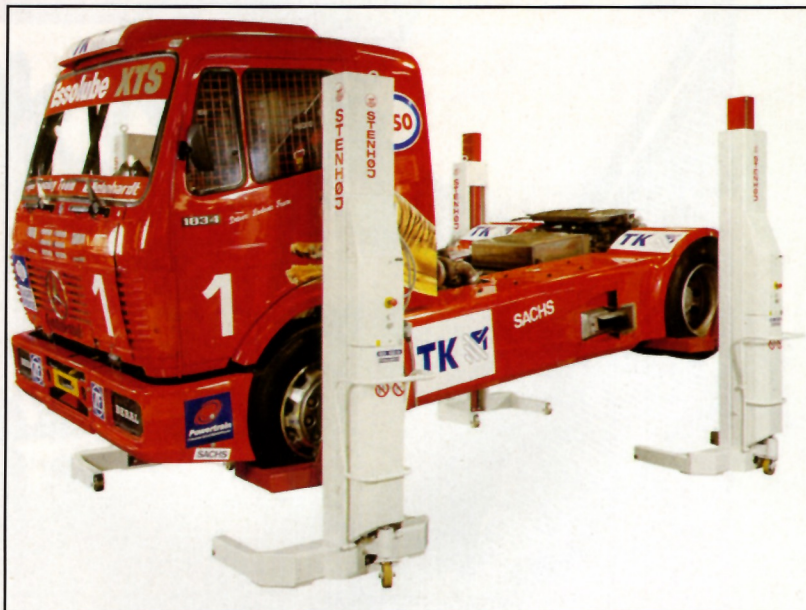
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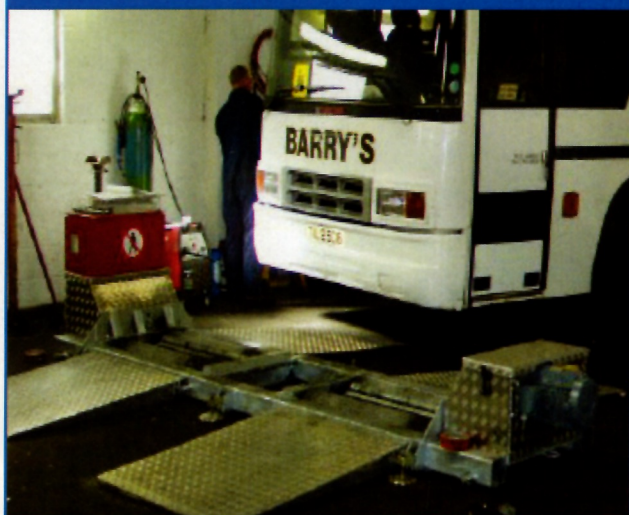


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COACH & BUS 2004 REVIEW

It may have been smaller, but this year's NEC show still had plenty of interest. **Bus and Coach Professional** reports.

► Continued on Page 36

Show Briefs

We all know and love the NFBU, which has finally decided that the National Federation of Bus Users is a rather long-winded title and has re-branded itself as Bus Users UK. Will BUUK be pronounced as in buck, or does the double letter U earn a pronunciation along the lines of bewk? Or as one cynic suggested, will it degenerate into Bus User Suk – to use a term of insult from across the Atlantic?

What happens when most of the big-name manufacturers decide not to attend the industry's leading trade show? Visitors spend more time with those exhibitors who are there, demonstrating that, indeed, every cloud does have a silver lining.

Many who doubted that Coach & Bus 2004 could be a success in the absence of market-leading bus and coach makers were pleasantly surprised to find this wasn't the case – and some new products making their debut at the show meant that there was plenty to see.

The star of the show was without doubt the new Wrightbus Eclipse Commuter, demonstrating an easy way to carry wheelchair users in a high-floor vehicle. The Eclipse Commuter had 51 high-backed seats and generous underfloor locker space. It isn't a coach – and Wrightbus takes care to point this out – but it does offer roll-on wheelchair access on a vehicle which would be suitable for London commuter services or inter-urban routes.

It's based on the Volvo B7RLE and uses Wrightbus' Aluminique structure, so there's nothing revolutionary about the components, only the novel

layout. This provides a wide step-free platform, which is where the wheelchair is secured, and there are then three steps up to the gangway.

The vehicle on show was Wrightbus' new demonstrator, and was in a livery which successfully disguised the bus-like nature of the basic design.

There are increasingly two main strands of thought in school transport – or three if you include the traditional approach of pursuing the lowest-cost, oldest bus, maximum capacity contracts which councils are slowly moving away from.

In the emerging new world of school transport there are those who favour low-cost high-capacity buses, painted yellow, and sourced from places like Turkey, and there are those who prefer high-capacity coaches with two-plus-three seating in a standard body shell.

Both schools of thought were represented at Coach & Bus 2004. BASE, the dealership associated with Holmeswood Coaches, showed two 70-seaters. One was a brand-new Marcopolo-bodied MAN, while the other was a mid-life Ikarus-bodied DAF, too old for frontline duties, but still good enough for other types of work. Reseating

mid-life coaches can be seen as a half-way measure between buying a new 70-seater, like the Marcopolo, or buying a new purpose-built schoolbus of the types being shown by Autosan and BMC.

Both Autosan and BMC products are part of a wide range of low-cost vehicles being imported by companies which are part of Auto Holdings. The BMC has been around for a few years and has recently hit the headlines with an order for 30 for Metro, the West Yorkshire PTE, one of which was on show. It is a 60-seater and it sells for around £77,500. The BMC has a front-mounted engine, and that makes for an awkward entrance arrangement.

The Autosan has a rear-mounted engine, and is a 12m 67-seater. The show vehicle was sold to Maynes of Buckie. Having the engine at the rear certainly improves the entrance layout, and sales director Paul Nicholson says that the vehicle could be built with 57 seats in a conventional two-plus-two layout. It sells for £97,500.

Both the BMC and the Autosan use Cummins engines, although the real question isn't about the componentry, but about build quality and



durability from manufacturers in Poland and Turkey – and that's something which only time will tell. Depreciation will surely be steep, but most operators buying new school buses presumably expect to keep them for a reasonable length of time. Long-term contracts might be a useful protection.

Bare chassis have been rare at recent shows, and the only one this year was the BMC Hawk. This uses the Cummins ISBe four-cylinder engine and a Voith gearbox, and will be sold as a complete BMC-bodied 9m bus. Nicholson, who also fronts BMC, says that the rear suspension layout, with the air bags behind the rear axle, releases up to an additional 600mm of space in the low-floor area of the vehicle.

It will sell for around £65,000, making it a Dart competitor at a Vario price, and it's the replacement market for step-entrance minibuses which the Hawk will be attacking. The first example is due in Britain in January.

Wheelchair accessibility was a hot topic at the show and whilst Plaxton is yet to unveil its solution (see Profile, page 20), BASE showed its first factory-fitted wheelchair lift to a Marcopolo Viaggio body. The vehicle

modification was specified by BASE and completed just in time for the show. A neat packaging of the lift ensures the minimum loss of luggage capacity.

Back on the Autosan stand there were three left-hand-drive coach models which are set to appear in Britain. The 7.9m Gemini – a name Wrightbus might have something to say about as they already use it in their bus range – offers 29 seats and will cost £75,000. It slots in below the 35-seat 8.5m BMC Probus, which was on show with the new ZF automatic gearbox option.

One of the off-putting features of the Gemini was an exceptionally deep gangway, with the floor under the seats the best part of 12 inches above gangway level which might not be the best layout for little old ladies (and men) with short legs.

Also coming from Autosan is the full-size Ramzes at £130,000. The Autosan coach prices include TV, DVD player, reclining seats and air-conditioning. Here, too, depreciation is likely to be spectacular, although when you're starting off from such a low price base it's something Autosan operators may be able to live with.

The oddest vehicle on the

Autosan stand was a 9.7m school coach, the A0909L, with antiquated styling reminiscent of the Communist bloc's best efforts quarter of a century ago. Nicholson promises a restyled front to address this particular issue, and reckons there is a demand from operators serving rural areas for a school bus with 40 seats in a 2.4m-wide body. Like all the other Autosan products it features a Cummins engine. Nicholson expects it to sell for around £64,000.

The BMC/Autosan venture with a disparate range of cheap models may sound a bit like a scattergun approach to marketing: launch plenty of vehicles and one will hit the target. But there is sound logic in the two ranges which actually complement each other, with each manufacturer supplying vehicles of different sizes.

Will they succeed? That, to coin a phrase, is perhaps not so much a £64,000 as a \$64,000 question.

MCV's new model, the Evolution, made its debut at the show. The name is appropriate, as it is a development of the previous Marshall-designed body. The body is wider than its predecessor, and does away with the 'crash pads' which formed the skirt on the old body.

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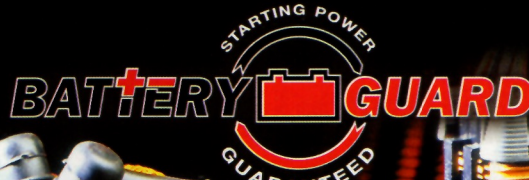
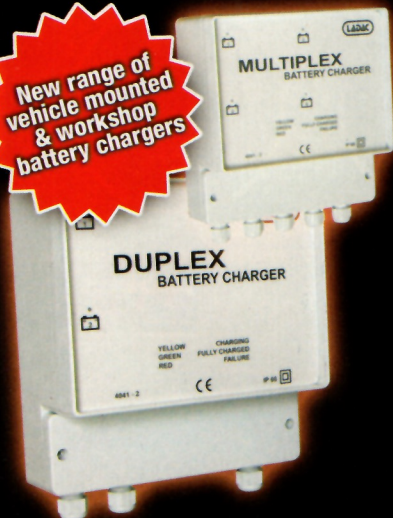


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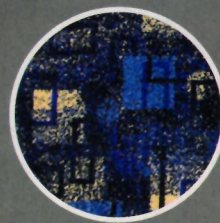
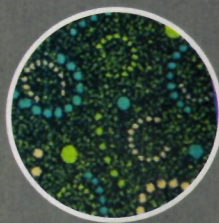
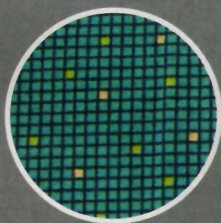
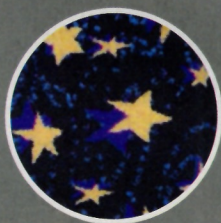
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Show Briefs

It's hard to judge whether it was efficient marketing or desperation, but the show's organisers had in place a system which sent an e-mail on Tuesday afternoon to registered visitors who had not been logged on as having attended by the scanning system which was used to read each visitor's badge. And if they hadn't turned up on Wednesday either, a further e-mail was despatched.

There's a smart new front – and that's what most passengers look at – but the side looks dated. Square-cornered gasket glazing is certainly the next best thing to bonded glass for a crisp appearance, and while it is undeniably practical in reducing repair and replacement times, it does seem a little old-fashioned, as does the angled waistrail where the floor level changes.

For bus visitors there was a chance to see a selection of buses supplied by CPT member companies, part of a move to fill floor space when it became evident that the big manufacturers were determined not to attend.

This worked well, with vehicles from Arriva, First, Stagecoach, Reading Transport, Blazefield, Go-Ahead and Travel West Midlands.

The Go-Ahead vehicle, a Wrightbus Solar on a Scania L94 chassis for Wilts & Dorset, was one of the most interesting, featuring two-plus-one seating in the low front section with the double seats separated by a sort of 'comfort zone' – an upholstered area between the seats which gives both occupants

room enough not to be rubbing against each other. The idea was first tried by Arriva in its Bus of the Future a couple of years ago. The Wilts & Dorset bus was air-conditioned and also had striking moquette which featured local place names.

Interestingly, despite the generous seating layout, the W&D Scania Solar seated 40, which was only one fewer than a Scania OmniCity for First. It would have been two fewer if the OmniCity had had room for five seats across the rear instead of just four. The rear corner is taken up by the intercooler and associated equipment, which sits in a full-height closed-off section of the body ... just like the Volvo B7L.

Funny that operators reviled the B7L layout and joked about the wardrobe in the corner, yet nobody says a word about the OmniCity when it loses a seat because of its mechanical layout.

There were some striking double-deckers on show. Blazefield's black-liveried Route 36 Volvo double-decker, talking-point of last year's show, made a return this year and showed

that its high-specification interior was being treated well by passengers. The Volvo is a B7TL with Wrightbus Eclipse Gemini body which featured leather-trimmed seats in the upper saloon. Similar vehicles – 'buses' somehow seems an inadequate word – are on order for Blazefield's Burnley & Pendle company, and will feature leather seating on both decks.

Wrightbus showed a standard First Eclipse Gemini and made the point that it's share of First's UK bus fleet has doubled from 10 to 20 per cent in just five years. This, incidentally, was the heaviest double-deck bus at the show, weighing 12,400kg.

On the CPT stand there was a new Scania/East Lancs OmniDekka for Reading Buses, with interior and exterior colours by Ray Stenning's Best Impressions. It was 12m long, and the extra length meant more space for accessible seating. The OmniDekka had 16 fixed and three tip-up seats in the step-free front section of the lower deck; two more fixed seats than any other double-decker on show.

Two extremes from Stagecoach were one of its latest long

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Neoplan Skyliners for its Oxford to London express service, and the Designline Olymbus hybrid, currently on a UK demonstration tour, and described in Bus and Coach Professional 86.

As well as using members' buses to mount a display to fill floor space, CPT convinced some of its CoachMarque members to mount a coach display. This worked less well than the bus display as it occupied a very large area of the hall, was often fairly quiet, and resembled either a posh indoor coach park or an upmarket dealer's showroom, with the vehicles parked in a neat line.

And having coaches on display with no salesmen to promote their virtues also seemed strange – the coach show equivalent of the Marie Celeste with everything present but nobody around. However CPT's Allan Edmondson was upbeat, and reckons that showing the range of large and small operators who had secured

CoachMarque accreditation was generating interest in obtaining certification.

The most striking coach in the CPT display was a 15m-long Bova Futura for Burtons of Haverhill. It had 59 seats and a toilet, and the initial impression on boarding is like getting on to a small aircraft, with rows of seats stretching into the distance. It will be interesting to see how long it takes for the 59th person to alight from a 15m coach, and one wonders whether for some types of touring there might be a need for two doors to minimise the time spent loading and unloading.

At the other extreme, Euro Coachbuilders showed its LX body on the Mercedes-Benz Vario. One of the exhibits showed just what can be done with a small coach interior, with 16 leather seats, toilet, TV and a smart wood veneer dashboard – the last-named an option offered by most builders bodying

the Vario which provides an added touch of class. An LX for Golden Boy had headrest covers with the Mercedes-Benz logo – a nice marketing tool.

Smaller still, and making its first appearance at a major public show, was Plaxton's Pronto, a neat 16-seat welfare vehicle on the Mercedes-Benz Sprinter chassis. Welfare vehicles are seldom pretty, but the Pronto with its deep tinted side windows does look more attractive than most buses in a market where cost rather than style has traditionally been the deciding factor in purchasing decisions.

It has an easy-clean interior, and double doors on the rear to provide wheelchair access by way of a tail lift.

On the technology front, Roeville's webres.net drew much interest from coach operators at the show, according to John Roe. A free PC offer at the show for orders on selected software has been extended to the end of

Show Briefs

A message on the stairwell of the Reading Buses OmniDekka reads along the lines of "there may be spare seats upstairs". Which surely prompts the question: "If they're spare, can I take some home with me?"

November. Webres.net enables a low-cost solution for small operators to get a full internet booking and e-commerce system.

Wayfarer showed its new CCTV service and its e-Bus platform. The latter is a plug-and-play system that will give the driver access to all onboard technologies including CCTV, reversing cameras and route warnings as well as all the usual ticketing and smart card options. E-Bus uses a touch screen and works on either Windows or Linux with GPS and wireless LAN links.

John Groves Ticket Systems demonstrated the business case for the Optima system. "It's not just a ticket machine," says Groves. "The applications it can run are only limited by your imagination." The demonstration system at the show was configured with a number of the possible options including printing instant timetables for customers, full links to email booking services and a schedule duty board. "There should be no more problem with duty boards getting lost in the depot," adds Groves.

TEK Seating displayed its new

German-built Aguti seats. The GIS Liner seat with integrated headrest can be rotated through 180 degrees and is designed to assist carers working with disabled passengers in the rear of a vehicle. Another space-saving seat, the RTW 1, folds up when not in use and rotates through 90 degrees to sit against the vehicle wall, giving extra space for a wheelchair to board.



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Show Briefs

The ROSCO safe driver of the year award was made at Coach & Bus 2004, with this year's top-placed driver being Thaka Daas Jassi from Travel West Midlands, who has completed 38

years of accident-free driving. He started as a conductor with Wolverhampton Corporation Transport in 1961, becoming a bus driver in 1964 and has over 40 years unbroken service with WCT, the West Midlands PTE which took it over, and now with TWM. CPT president Steve Telling (far left) presented Thaka Daas Jassi with his award, along with ROSCO chairman Peter Shipp (far right) and representatives from sponsors Belmont International – Chris Morren, John Ventress and Fiona Rodgers.



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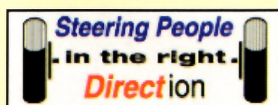
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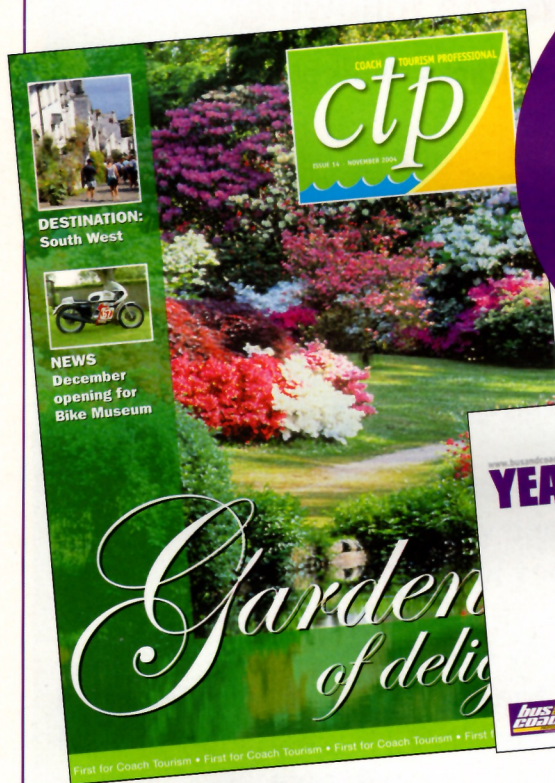


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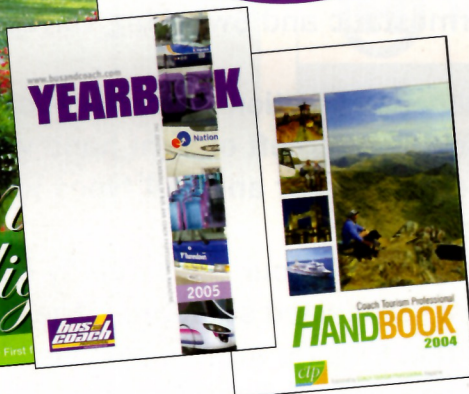
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Bravo	RV	12.0	6.0	MAN D2866	12.0	360	ZF 6HP600	5 A	-	315/80R 22.5	Disc/Drum	24t	15.0
Bravo	RV	12.0	6.0	MAN D2866	12.0	460	ZF 8S-180	8 M	-	315/80R 22.5	Disc/Drum	24t	19.2
Bravo Plus	RV	13.75	-	MAN D2866	12.0	460	ZF 8S-180	8 M	-	315/80R 22.5	Disc/Drum	26t	17.7
Atlantis	RV	12.0	6.15	MAN D2866	12.0	360	ZF 6HP600	5 A	-	-	-	18t	-
BMC (UK) BMC (UK) BMC House, Ibstock Road, Coventry CV6 6JR Tel 02476 363003 www.bmcukltd.com													
Probus coach	RV	8.5	4.2	Cummins ISBe	5.9	220	ZF 6S-90	6 M	190	245/70R 19.5	Disc/Disc	12t	18.3
Schoolbus 1100FE	FV	10.7	5.85	Cummins ISBe	3.9	150	Allison 2000	4 A	190	265/70R 19.5	Drum/Drum	12t	12.5
Falcon 1100	RV	11m	5.85	Cummins ISBe	3.9	185	Voith D854.3	4 A	200	275/70R 22.5	Disc/Drum	17t	10.9
Hawk	RV	8.5m	3.9	Cummins ISBe	3.9	135	Voith D854.3	4 A	190	245/70R 19.5	Disc/Disc	12t	11.3
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Futura FHD10.340XE	RV	10	4.89	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	490	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD12.340XE	RV	12	6.09	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD12.380XE	RV	12	6.09	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	21.1
Futura FHD13.340XE	RV	12.7	6.8	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	18.9
Futura FHD13.380XE	RV	12.7	6.8	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	745	295/80R 22.5	Disc/Drum	18t	21.1
Futura FHD14.430XE	RV	13.58	6.09	DAF XE	12.6	430	ZF 8S-180 HGS	8 M	745	295/80R 22.5	Disc/Drum	24.45t	17.6
Futura FHD15.430XE	RV	15	6.8	DAF XE	12.6	430	ZF 8S-180 HGS	8 M	745	295/80R 22.5	Disc/Drum	24.45t	17.6
Magiq HD122.340.XE RV	RV	12.2	6.15	DAF XE	12.6	340	ZF 6S-1600 HGS	6 M	774	295/80R 22.5	Disc/Disc	18t	18.9
Magiq HD122.380.XE RV	RV	12.2	6.15	DAF XE	12.6	380	ZF 6S-1600 HGS	6 M	774	295/80R 22.5	Disc/Disc	18t	21.1
Coach distributors: Moseley (PCV), Moseley in the South, Moseley Distributors.													
DENNIS Dennis Chassis, Dennis Way, Guildford GU1 1AF Tel 01483 571271 Fax 01483 301697													
Mini Dart	RV	8.8	3.9	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	9.3	4.40	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	10.1	5.20	Cummins ISBe	3.9	135	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11t	12.3
Dart SLF	RV	10.7	5.81	Cummins ISBe	3.9	150	Allison 2000	4 A	220	245/70R 19.5	Drum/Drum	11.5t	13.0
Super Dart	RV	11.4	5.95	Cummins ISBe	5.9	185	Allison T280	4 A	220	245/70R 19.5	Drum/Drum	13t	12.7
Super Dart gearbox options - Voith D851.3													
Enviro200	RV	10.4	5.52	Cummins ISBe	3.9	150	Voith DV500	3 A	245	245/70R 19.5*	Disc/Disc	12.9t	11.6
Enviro200	RV	10.9	6.16	Cummins ISBe	3.9	150	Voith DV500	3 A	245	245/70R 19.5*	Disc/Disc	12.9t	11.6
Enviro300	RV	12.0	6.17	Cummins ISBe	5.9	220	ZF 5HP502	5 A	250	265/70R 19.5	Disc/Disc	14.4t	15.3
Enviro300	RV	12.5	6.69	Cummins ISBe	5.9	220	ZF 5HP502	5 A	250	265/70R 19.5	Disc/Disc	14.4t	15.3
*Enviro200 rear wheels/tyres 315/60R 22.5; Enviro300 gearbox options - Allison T280, Voith D854.3, ZF 6HP502													
Trident	RV	9.9	5.25	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	10.5	5.80	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	10.6	5.95	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident	RV	11.4	6.63	Cummins ISCe	8.3	225	Voith D854.3	4 A	275	275/70R 22.5	Disc/Disc	18t	12.5
Trident engine option - 260bhp rating. Gearbox options - ZF 4HP 502, 5HP 502													
Javelin	UV	12.0	6.25	Cummins ISCe	8.3	245	ZF S6-85	6 M	434	275/80R 22.5	Disc/Drum	18t	13.6
R300	RV	12.0	6.20	Cummins ISCe	8.3	300	ZF6S-1600	6 M	450	295/80R 22.5	Disc/Disc	18t	16.7
R345	RV	12.0	6.20	Cummins ISMe	11.0	345	ZF6S-1600	6 M	450	295/80R 22.5	Disc/Disc	18t	19.2
R420	RV	12.0	6.20	Cummins ISMe	11.0	420	ZF ASTronic	10 M	450	295/80R 22.5	Disc/Disc	18t	23.3
Coach distributors: Salvador Caetano (UK), Plaxton Coach Sales													
IRISBUS (UK) Iveco House, Station Road, Watford WD17 1SR Tel 01923 259660 Fax 01923 259623 www.irisbus.co.uk													
Agora Line	RV	12.0	6.12	Iveco Cursor 8	7.8	245	ZF 4HP502	4 A	250	275/70R 22.5	Disc/Disc	18t	13.6
DailyBus 50C 13	FV	6.4	3.75	Iveco 8140.43S	2.8	125	ZF S6-300	6 M	90	195/75R 16	Disc/Disc	5.4t	23.1
DailyBus 50C 13	FV	7.2	4.35	Iveco 8140.43S	2.8	125	ZF S6-300	6 M	90	195/75R 16	Disc/Disc	5.4t	23.1
DailyBus 65C 15	FV	7.2	4.35	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	90	225/75R 16	Disc/Disc	6.5t	22.5
DailyBus 65C 15	FV	8.1	4.75	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	90	225/75R 16	Disc/Disc	6.5t	22.5
Daily Logo	FV	8.5	5.04	Iveco 8140.43N	2.8	146	ZF S6-300	6 M	-	225/75R 16	Disc/Disc	7t	20.9
Scolabus 24	FV	12.0	6.57	Iveco Tector F4A	5.9	240	Allison MD3060	6 A	280	295/70R 19.5	Disc/Drum	15t	16.0
EuroMidi	FV	8.4	4.63	Iveco Tector F4A	5.9	210	Iveco 2855.6	6 M	200	225/75R 17.5	Disc/Disc	10t	21.0
MidiRider coach	RV	9.8	4.32	Iveco Tector F4A	5.9	264	ZF S6-85	6 M	200	265/70R 19.5	Disc/Drum	-	-
EuroRider	RV	12.0	6.15	Iveco Cursor 8	7.8	352	ZF 6S-1600	6M	467	295/70R 22.5	Disc/Drum	18t	19.5
Gearbox option - EuroRider ZF 5HP592 automatic													
Coach distributors: Plaxton Coach Sales, UK Coach & Bus													
MAN MAN ERF UK Ltd, Frankland Road, Blagrove, Swindon SN5 8YU Tel 01793 490231 Fax 01793 485260 www.man.co.uk													
Bus													
12.220 NL	RV	10.7	5.2	MAN D0826	6.9	220	Voith D851.3	4 A	150	265/70R 19.5	Disc/Drum	12t	18.3
14.220 NL	RV	11.3	5.8	MAN D0826	6.9	220	Voith D851.3	4 A	150	265/70R 19.5	Disc/Drum	14t	15.7
Gearbox option - ZF 4HP502													
18.220 NL	RV	12.0	5.88	MAN D0826	6.9	220	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	18t	12.2
Coach													
12.220	RV	10.0	4.7	MAN D0826	6.9	220	ZF S6-36	6 M	150	255/70R 22.5	Drum/Drum	12.8t	17.2
14.280	RV	11.5	-	MAN D0836	6.9	280	ZF S6-1600	6 M	-	285/70R 19.5	Disc/Drum	14t	20.0
18.310	RV	12.0	-	MAN D2866	12.0	310	ZF S6-85	6 M	235	295/80R 22.5	Disc/Disc	18.2t	17.2
18.360	RV	12.0	-	MAN D2866	12.0	360	ZF S6-85	6 M	235	295/80R 22.5	Disc/Disc	18.2t	20.0
24.410	RV	12.0	5.35	MAN D2866	12.0	410	ZF 8S-180	8 M	-	315/80R 22.5	Drum/Drum	24t	17.1
Coach distributors: BASE, Mentor Coach & Bus, Salvador Caetano (UK)													
MERCEDES-BENZ EvoBus (UK) Ltd, Ashcroft Way, Crosspoint Business Park, Coventry CV2 2SR Tel 02476 626000 Fax 02476 626006 www.evobus.co.uk													
Vario 0814D	FV	6.94	4.25	Mercedes OM904LA	4.25	136	ZF 5S-42	5 M	125	205/75R 17.5	Disc/Disc	7.5t	18.1
Vario 0814D	FV	7.49	4.80	Mercedes OM904LA	4.25	136	ZF 5S-42	5 M	125	205/75R 17.5	Disc/Disc	7.5t	18.1
Engine option - 152 bhp rating in 0815D. Gearbox option - Allison AT542 automatic													
OC500 Touro	RH	12.0	6.25	Mercedes OM457HLA	12.0	354	Mercedes G190	6 M	400	295/80R 22.5	Disc/Disc	18t	19.7
Gearbox option - ZF 5HP602 automatic													
Citaro 0.530	RH	12.0	5.85	Mercedes OM906HLA	6.4	231	ZF 5HP502	5 A	300	275/70R 22.5	Disc/Disc	-	-
Citaro 0.530G	RV	18.0	-	Mercedes OM906HLA	6.4	279	ZF 5HP502	5 A	300	275/70R 22.5	Disc/Disc	28t	9.9
Gearbox option - Voith four-speed automatic													
Atego 12.23L	FV	9.95	4.84	Mercedes OM906LA	6.4	230	Mercedes G85	6 M	210	265/70R 19.5	Disc/Disc	12t	19.2

CHASSIS AND INTEGRALS

Make and model	Engine Position	Overall Length (m)	Wheelbase (m)	Engine	Cubic Capacity (litres)	Max Power (bhp)	Gearbox	Speeds	Fuel tank (litres)	Wheel/tyre size	Brakes front/rear	Max GVW	Power/Weight ratio
NEOPLAN integral Mentor Coach & Bus, Euroway Estate, Hellaby, Rotherham S66 8QL Tel 01709 700600 Fax 01709 700007 www.mentorplc.com													
Euroliner N313SHD	RV	10.6	5.2	Mercedes OM441LA	11.9	290	ZF6S-1600	6 M	425	295/80R 22.5	Disc/Disc	18t	16.1
Euroliner N316SHD	RV	12.0	5.8	Mercedes OM441LA	11.9	340	ZF 6S-1600	6 M	425	295/80R 22.5	Disc/Disc	18t	18.9
Euroliner N316SHDL	RV	13.7	6.35	MAN D2860	11.9	410	ZF ASTronic	12 M	425	295/80R 22.5	Disc/Disc	26t	15.8
Starliner N516SHD	RV	12.0	5.55	Mercedes OM402LA	12.8	381	ZF 8S-180C	8 M	425	295/80R 22.5	Disc/Disc	25.5t	14.9
Starliner N516SHDL	RV	13.9	6.35	MAN D2860	11.9	410	ZF 8S-180C	8 M	460	295/80R 22.5	Disc/Disc	26t	15.8
Engine option - 460bhp rating. Gearbox option - ZF ASTronic													
Skyliner N122/3 dd	RV	12.0	5.55	Mercedes OM402LA	12.8	381	ZF 8S - 180C	8 M	620	295/80R 22.5	Disc/Disc	25.5t	14.9
Skyliner N122/3 dd	RV	12.0	5.55	MAN D2866	11.9	400	ZF 8S - 180C	8 M	620	295/80R 22.5	Disc/Disc	25.5t	15.7
Skyliner N122/3L dd	RV	13.7	5.55	MAN D2876	11.9	460	ZF ASTronic	12 M	620	295/80R 22.5	Disc/Disc	26t	17.7
OPTARE integral Optare Ltd, Manston Lane, Leeds LS15 8SU Tel 0113 264 5182 Fax 0113 260 6635 www.optare.com													
Alero AL01-4	FV	7.2	4.8	Iveco 8140.43	2.8	125	ZF6S-300	6M	70/120	205/75R 17.5	Disc/Disc	6t	
Gearbox Option - ZF4HP22, four speed automatic													
Solo M780	RV	7.8	4.83	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/175R 17.5	Disc/Disc	10.5t	11.6
Solo M850	RV	8.5	5.53	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Solo M920	RV	9.2	6.23	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Solo M990	RV	9.9	6.93	Mercedes OM904LA	4.25	122	Allison 2000	5 A	200	215/75R 17.5	Disc/Disc	10.5t	11.6
Engine option - Mercedes 147bhp; Cummins ISBe 185bhp													
Tempo X1060	RV	10.57	4.95	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1130	RV	11.28	5.66	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1200	RV	11.99	6.37	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Tempo X1260	RV	12.60	6.99	Mercedes OM904LA	6.4	241	ZF6HP500	6 A	200	275/70R 22.5	Drum/Drum	17.0t	14.2
Engine option - Mercedes 275bhp. Gearbox option: Allison T310R five speed automatic													
SCANIA Scania Bus and Coach UK Ltd, Claylands Avenue, Worksop S81 7DJ Tel 01909 500822 Fax 01909 500165 www.scania.com													
K94IB 4x2	RV	12.0	5.83	Scania DC 902	9.0	260	Scania GR801R CS	7 M	465	315/80R 22.5	Disc	19.5t	13.3
(S-kool Coach only)	RV	12.0	5.83	Scania DC 903	9.0	300	ZF 5HP592C N	5 A	465	315/80R 22.5	Disc	19.5t	15.4
K114EB/IB 4x2	RV	12.0	5.83	Scania DC 1104	10.6	340	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	17.4
K114EB 6x2	RV	12.2	6.13	Scania DC 1104	10.6	380	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	19.5
K114EB/IB 6x2	RV	12.0	6.85	Scania DC 1104	10.6	340	Scania GR801R CS/OC	7/8 M	546	315/80R 22.5	Disc/Disc	25.0t	15.2
Gearbox option - ZF5HP602 automatic on K114													
K114EB 6x2*4	RV	13.5	8.15	Scania DC 1104	10.6	380	ZF 5HP602C HT	5 A	610	315/80R 22.5	Disc	26.5t	14.3
K124EB/IB 4x2	RV	12.0	5.83	Scania DC 1202	12.0	420	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc	19.5t	21.5
K124EB 6x2	RV	12.0	7.02	Scania DC 1202	12.0	420	Scania GR801R CS/OC	7/8 M	465	315/80R 22.5	Disc/Disc/Drum	25.0t	21.5
K124EB 6x2*4	RV	12.8	7.24	Scania DC 1202	12.0	420	Scania GR801R CS/OC	8 M	465	315/80R 22.5	Disc	26.5t	14.3
K124EB 6x2*4	RV	13.5	8.15	Scania DC 1202	12.0	420	Scania GR801R CS/OC	8 M	610	315/80R 22.5	Disc	26.5t	14.3
L94UB 4x2	RV	12.0	6.0	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	290	275/70R 22.5	Disc	19.1t	12.1
L94UA 6x2/2	RV	18.0	-	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	345	275/70R 22.5	Disc	28.6t	9.1
N94UB 4x2	RV	10.6	5.3	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	365	275/70R 22.5	Disc	19.1t	12.1
N94UD 4x2	RV	10.6	5.3	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	260	275/70R 22.5	Disc	19.1t	13.6
N94UD 4x2	RV	12.0	6.0	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	260	275/70R 22.5	Disc	19.1t	13.6
CN94UB 4x2 Omni City	RV	12.0	6.0	Scania DC 901	9.0	230	ZF 5HP502C NBS	5 A	300	275/70R 22.5	Disc	19.1t	12.1
CN94UB 6x2/2 Omni City	RV	18.0	-	Scania DC 902	9.0	260	ZF 5HP592C NBS	5 A	300	275/70R 22.5	Disc	28.6t	9.1
SETRA integral EvoBus (UK) Ltd, Ashcroft Way, Crosspoint Business Park, Coventry CV2 2SR. Tel 02476 626000 Fax 02476 626006 www.evobus.co.uk													
S315 GT HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	Mercedes GO190	6M	535	295/80R 22.5	Disc/Drum	-	-
S315 GT HD	RV	12.0	6.08	Mercedes OM457LA	12.0	422	ZF ASTronic	10 M	535	295/80R 22.5	Disc/Drum	-	-
S415 GT	RV	12.0	6.08	Mercedes OM457LA	12.0	422	Mercedes GO190	6M	570	295/80R 22.5	Disc/Disc	-	-
TOYOTA Toyota GB plc, Great Burgh, Burgh Heath, Epsom, Surrey KT18 5UX Tel 01737 363633 Fax 01737 367730													
Optimo V	FV	7.6	3.94	Toyota 15 B FTE	4.1	135	Toyota	6 M	-	205/75R 17.5	Disc/Drum	6.7t	21.4
Coach distributors: A&D Coach Sales, Salvador Caetano UK, Holloway Commercial													
VAN HOOL Van Hool NV, Bernard Van Hoolstraat 58, B-2500 Lier, Belgium Tel 00 32 3 420 20 20 Fax 00 32 3 482 33 60 www.vanhool.be													
T917 Astron	RV	13.85	6.7	MAN D2866	12.0	460	ZF ASTronic	12 M	735	315/80R 22.5	Disc/Disc	-	-
VDL BUS Arriva Bus & Coach, Lodge Garage, Whitehall Road West, Gomersal, Cleckheaton BD19 4BJ Tel 01274 681144 Fax 01274 651198													
DB250 RS	RV	9.9	5.05	DAF PE183C	9.2	218	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	17.4t	12.5
DB250 RS	RV	10.3	5.45	DAF PE183C	9.2	218	Voith D851.3	3 A	300	275/70R 22.5	Drum/Drum	17.4t	12.5
Engine option - 249bhp rating. Gearbox options - ZF 4HP500, 5HP500, Voith D854.3													
SB120	RV	9.4	4.3	Cummins ISBe	3.9	135	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	11.7
SB120	RV	10.2	5.2	Cummins ISBe	3.9	135	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	11.7
SB120	RV	10.8	5.8	Cummins ISBe	3.9	150	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	13.0
SB200	RV	11.8	6.0	Cummins ISBe	5.9	185	Voith D851.3	4 A	250	265/70R 19.5	Disc/Disc	14.4t	12.8
SB4000PF	RV	12.0	-	DAF PE228C	9.2	310	ZF 5HP592	5 A	430	295/80R 22.5	Disc/Disc	18t	17.2
SB4000XF	RV	12.0	-	DAF XE250C	12.6	340	ZF 5HP602	5 A	430	295/80R 22.5	Disc/Disc	18t	18.9
SB4000+ 3 axle	RV	12.0+	-	DAF XE250C	12.6	350	ZF 5HP602	5 A	-	195/80R 22.5	Disc/Disc	24t	14.6
VOLVO Volvo Bus Ltd, Wedgcock Lane, Warwick CV34 5YA Tel 01926 401777 Fax 01926 407407 www.volvobuses.volvoc.co.uk													
B7R	RV	12.0	6.30	Volvo D7C	7.3	275	ZF 6HP550	6 A	300	295/80R 22.5	Disc/Disc	18t	15.3
Engine option - 290bhp rating. Gearbox option - Volvo EGS													
B7TL dd	RV	9.8	5.2	Volvo D7C	7.3	215	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18t	11.9
B7TL dd	RV	10.3	5.7	Volvo D7C	7.3	215	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18t	11.9
Engine option - 250bhp rating. Gearbox option - Voith D863.3													
B9TL 3-axle dd	RV	12.0+	-	Volvo D9C	9	340	ZF 6HP592	6 A	-	275/70R 22.5	Disc/Drum	23t	14.8
B7L sd	RV	12.0	6.0	Volvo D7C	7.3	215	ZF 5HP502	5 A	-	275/70R 22.5	Disc/Drum	18t	11.9
Engine option - 250bhp rating.													
B7LA	RV	18.0	-	Volvo D7C	7.3	275	ZF 5HP592	5 A	-	275/70R 22.5	Disc/Drum	28t	9.8
B7RLE	RV	12.0	-	Volvo D7C	7.3	275	ZF 5HP502	5 A	270	275/70R 22.5	Disc/Drum	18.9t	11.9
Merit	RV	10.8	5.8	Cummins ISBe	3.9	150	Allison AT545	4 A	250	245/70R 19.5	Disc/Disc	11.5t	13.0
B12M	UH	12.0	6.20	Volvo DH12D	12.1	340	ZF6S-1600	6 M	450	315/80R 22.5	Disc/Disc	18t	18.9
B12B	RH	12.0	-	Volvo DH12D	12.1	340	Volvo EGS-VVR	8 M	600	295/80R 22.5	Disc/Disc	18t	18.9
B12B 3 axle	RH	13.7	-	Volvo DH12D	12.1	340	Volvo EGS-VVR	8 M	600	295/80R 22.5	Disc/Disc	24t	14.2
Engine options - 380 and 420bhp ratings. Gearbox options - ZF 5HP602 (B12M and B12B 340); Volvo I-Shift (B12M, B12B)													
Coach distributors: Salvador Caetano (UK), Moseley (PCV), Moseley in the South, Moseley Distributors, Plaxton Coach Sales, Volvo Coach Sales													

BODIES

Manufacturer
and model

Structure

Nominal
Length

Body Type

Chassis
availability

ALEXANDER

Alexander Dennis, 91 Glasgow Road, Falkirk FK1 4JB
Tel 01324 621672 Fax 01324 632469

Pointer 2
ALX400

Aluminium
Aluminium

8.8-11.4m
10.5m

LF Midi
LF DD

Dennis Dart SLF
VDL DB250LF, Dennis Trident, Volvo B7TL

BERKHOF

VDL Berkhof Valkenswaard, PO Box 585, 5550 AN Valkenswaard, De Vest 55, 5555 XP Valkenswaard, The Netherlands Tel 00 31 40 208 2424 Fax 00 31 40 208 2425 www.vdlberkhof.com

Axial 50
Axial 70
Axial 100

Steel
Steel
Steel

12m
12m
12-13.5m

3.55m coach
3.7m coach
4m DD coach

Volvo B12M, B12B
Volvo B12M, B12B
Scania K114, K124, Volvo B12B

Coach Distributor: Volvo Coach Sales, Scania Bus and Coach UK

BEULAS

UK Coach & Bus, Sandbeck Way, Hellaby, Rotherham S66 8QL
Tel 01709 705570 Fax 01709 705569 www.uk-cb.com

Midi-Star
Stergo E
El Mundo

Steel
Steel
Steel

9.8m
12m
12m

3.4m coach
3.56m coach
3.8m coach

Iveco MidiRider
Iveco EuroRider
Iveco EuroRider

CAETANO

Salvador Caetano (UK) Ltd, Mill Lane, Heather, Leicestershire LE67 2QE
Tel 01530 263333 Fax 01530 263379 www.caetano.co.uk

Optimo V
Enigma
Enigma

Steel
Steel
Steel

7.5m
9.8m
12m

Midicoach
3.2m coach
3.5m coach

Toyota
MAN 14.280
Dennis R410, Volvo B12B, MAN 18.310

EAST LANCs

East Lancashire Coachbuilders Ltd, Lower Phillips Road, Whitebirk Industrial Estate, Blackburn BB1 5UD, Tel 01254 504150 Fax 01254 504181 www.elcb.co.uk

Mylleennium
Lolyne
Vyking
Mylleennium LowLander
OmniDekka

Alusuisse
Alusuisse
Alusuisse
Alusuisse
Alusuisse

8.8-12m
10.0-10.5m
10.0-10.5m
10.3-12m
10.6-12m

LF SD
LF DD
LF DD
LF DD
LF DD

Dennis Dart, MAN 14.220, Scania N94
Dennis Trident
Volvo B7TL
VDL Bus DB250
Scania N94

EURO COACHBUILDERS

Derrybeg Industrial Estate, Gweedore, Co Donegal, Ireland
Tel 00 353 75 31528 Fax 00 353 75 31930 www.eurocoachbuilders.ie

LX
V29/Pantera
Clady
School Bus
E Lancs Mylennium

Steel
Steel
Steel
Steel
Aluminium

8.3m
8.3m
10.3m
10.3m
8.8m

Midicoach
Midicoach
Coach
SD
LF SD

Mercedes Vario
Mercedes Vario
Mercedes Atego 1223L
Mercedes Atego 1223L
TransBus Dart

Coach Distributor: Taylors PCV Sales

HISPANO

Volvo Bus Ltd, Wedgcock Lane, Warwick CV34 5YA
Tel 01926 401777 Fax 01926 407407 www.volvobuses.volvo.co.uk

Habit

S'less Steel

12-18m

LF SD

Volvo B7L, B7LA

INDCAR

UK Coach & Bus, Sandbeck Way, Hellaby, Rotherham S66 8QL
Tel 01709 705570 Fax 01709 705569 www.uk-cb.com

Maxim 2

Steel

8.4m

Midicoach

Iveco EuroMidi

IRIZAR

Scania Bus and Coach UK Ltd, Claylands Avenue, Worksop S81 7DJ
Tel 01909 500822 Fax 01909 500165

Capacity
Intercentury
Century
Century
PB
S-Kool

Steel
Steel
Steel
Steel
Steel
Steel

12m
12m
12m
12m
12.2m
12m

3.5m coach
3.2m coach
3.5m coach
3.7m coach
3.5m coach
3.2m school coach

Scania K114
Scania K114
Scania K114
Scania K124
Scania K124
Scania K94

JONCKHEERE

Volvo Coach Sales, Brisco Avenue, Loughborough LE11 5HP
Tel 01509 217777 Fax 01509 260978 www.jonckheere.be

Mistral 30
Mistral 50
Mistral 70

Steel
Steel
Steel

12m
12m
13.7m

3.2m coach
3.5m coach
3.7m coach

Volvo B7R
Volvo B12M, B12B
Volvo B12B

BODY TYPES: DD DOUBLE-DECK; SD CONVENTIONAL SINGLE-DECK, LF LOW-FLOOR

BODIES

Manufacturer
and model

Structure

Nominal
Length

Body Type

Chassis
availability

MARCOPOLO

BASE, Sandy Way, Holmeswood, Ormskirk, Lancashire L40 1UB
Tel 01254 685599 www.basecoachsales.co.uk

Viaggio 330	Steel	9.9m	3.3m coach	MAN 12.220
Viaggio 330	Steel	12m	3.5m coach	MAN 18.310, VDL Bus SB4000
Viaggio 350	Steel	12m	3.5m coach	MAN 18.310, 18.360, VDL Bus SB4000
Viaggio 370	Steel	12m	3.7m coach	MAN 24.410

MCV

MCV Bus and Coach, Stirling Place, Elean Business Park, Sutton, Ely CB6 2QE
Tel 01353 773000 Fax 01353 773001

Evolution	S'less steel	9.8-10.2m	LF SD	MAN 12.220
Evolution	S'less steel	11.2m	LF SD	MAN 14.220

NOGE

Mentor Coach & Bus, Euroway Estate, Hellaby, Rotherham S66 8QL
Tel 01709 700600 Fax 01709 700007 www.mentorplc.com

Catalan 320	Steel	10m	3.2m midi-coach	MAN 13.220
Catalan 350	Steel	12m	3.5m coach	MAN 18.310, 18.350
Catalan 370	Steel	12m	3.7m coach	MAN 24.410

OPTARE

Optare Ltd, Manston Lane, Leeds LS15 8SU
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Coach distributors: AWCS, Bob Vale, Holloway Commercials, Yorks.

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Profile	Steel	12m	3.2m coach	Dennis Javelin, Volvo B7R
Paragon	S'less Steel	12m	3.5m coach	Volvo B12M, B12B, Dennis R, Iveco Eurorider
Panther	S'less Steel	12m	3.5m coach	Volvo B12M, B12B, Dennis R, Iveco Eurorider

Coach distributors: Plaxton Coach Sales, Volvo Coach Sales

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Nimbus	Aluminium	8.8-11.4m	LF Midi	Dennis Dart
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Solar Fusion		18m	LF artic	Scania L94UA
Eclipse Metro		12m	LF SD	Volvo B7L
Eclipse Urban		12m	LF SD	Volvo B7RLE
Eclipse Commuter		12m	SD	Volvo B7RLE
Eclipse Fusion		18m	LF artic	Volvo B7LA
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With the delivery of 18 new Volvo B7TLs with Wrightbus Gemini bodies, Travel Dundee is the first major bus operator in the country to have a 100 per cent low-floor fleet. Since the acquisition of Tayside Public Transport in February 1997 by the National Express Group, a total of £20million has been invested in Travel Dundee. This investment has given the company the lowest average fleet age in Scotland, four and a half years.

The new buses – which cost £3million – replace 15-year-old Volvo Citybuses and are being used on four busy routes as part of the Dundee Public Transport Concordat with Dundee city council aimed at improving bus travel in the city.



Rossendale Transport has taken delivery of nine Slimline Solos for operation in Rochdale, and has a further 10 on order for 2005. The Solos are proving to be more fuel efficient than the Darts they have replaced, and Rossendale's operations director, Barry Drelincourt, anticipates that the new buses will produce at least a five per cent increase in ridership.



Interest in coaches over 12m long is growing slowly. One – a 13m Bova Futura – has joined the fleet of Freshfield Coaches of Stockport. It is a 53/57-seater – four more than on a 12m coach – and features air-conditioning and a Webasto pre-heater with timer, ensuring passengers will be comfortable whatever the outside temperature. It was supplied by Moseley PCV.



Kettering-based Lawman has taken delivery of a Mercedes-Benz Vario with Sitcar Beluga body. It is a 33-seater, and has double-glazing. The Beluga is built in Italy, and is now approaching its fifth season in the UK. It is based on the 152bhp 0815 version of the Vario, where most competing coaches are built on the less powerful 136bhp 0814.



Aberdeenshire operator, Keirs Coaches of Kintore, has joined the growing number of customers for the Sitcar Beluga, with a new air-conditioned 29-seater. The specification includes a DVD player with monitor and a courier seat. The coach, on a Vario 0815, has a Telma retarder. Moseley PCV is the UK agent for Sitcar.



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LWB, PAS, 2.8 turbo diesel, full height electric, door low front entry, 14 removable high back seats, Unwin tracking, PLS underfloor tail lift, Eberspacher heater, ex local charity, low miles.

P REG FORD TRANSIT 190 DEVCO



Coach built body, 2.5 diesel, 5 speed, PAS, LWB, 12 removable semi high back seats plus 2 wheelchairs, Unwin tracking, Ratcliff underfloor t/lift, full height power door low front entry, ex council, 55,000 miles.

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1994 L REG MERCEDES 709



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lwb, pas, 2.8 turbo diesel, Frank Guy conversion, 14 removable high back seats, Unwin tracking, PLS underfloor tailift, front entry door low front entry, ex local authority, low miles.

2001 X REG IVECO TURBO DAILY 50C11



2.8 diesel, Mellor Vancraft conversion, PAS, 16 removable high back seats, Unwin tracking, PLS underfloor t/lift, slam door low front entry, ex lease low mileage 40- 50,000kms choice of 4.

T & V REG FORD TRANSIT 90



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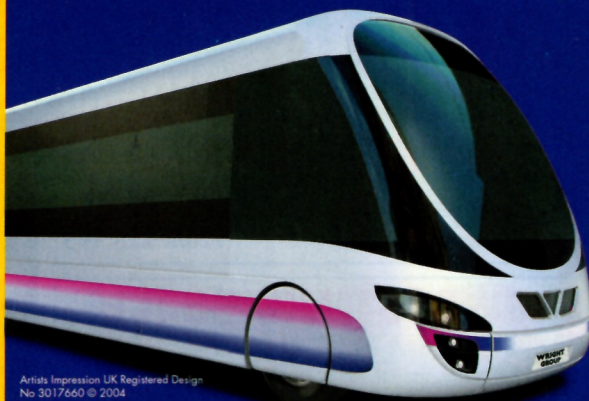
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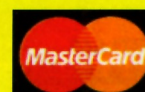
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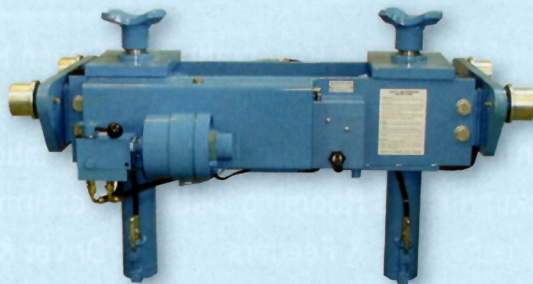
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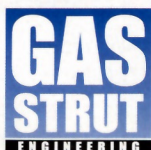


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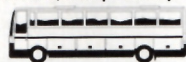
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Transdev has appointed **KEVIN BELFIELD** to the post of commercial director. This will involve work in the development of the Edinburgh tram project, as well as overseeing the Nottingham Tram Consortium business. Belfield joins Transdev from Arriva Midlands North, where he was commercial director for the last four years. Prior to that, he was area manager for the same Arriva business and, in total, has 17 years experience within the bus industry in a variety of roles. Belfield reports to Transdev chief executive **FRANCOIS-XAVIER PERIN**.

JOHN TAYLOR, engineering director at First Eastern Counties, joins BMC this month as aftersales director, as the UK importer of Turkish-built buses and coaches strengthens its service and support. Taylor has been with Eastern Counties for 10 years, and before that was at Thamesway.

GRAHAM RUSSELL has rejoined First as chief engineer, UK bus division. Russell, who has 40 years experience in transport, was chief engineer at New World First Bus in Hong Kong from 2001, and before that held a similar post at First Glasgow.



■ **Phil Tonks**

Bus Users UK – formerly the National Federation of Bus Users – has appointed to new full-time staff to its team. **PHIL TONKS**, a long-time supporter of the NFBU, joins the organisation as assistant areas officer, based in the Midlands. He moves to Bus Users UK after 15 years with the NHS, most recently as a manager in support services.

Also new to Bus Users UK is **BARCLAY DAVIES**, who joins as deputy officer for Wales, an appointment made possible with funding from the Welsh Assembly. This is Bus Users UK's first full-time paid post in Wales, and Davies will report to **LEO MARKHAM**, who has been officer in Wales for the last four years on a consultancy basis. He joins Bus Users UK with a finance and administrative background.

To promote its products in continental Europe, Optare has opened an office in Eindhoven and appointed a general manager, Benelux. The new man is **JOS VAN DER PUTTEN** (48), who joins Optare after more than 10 years with Dennis and TransBus, where he was latterly responsible for all European sales.



■ **Lee McMahon**

LEE McMAHON has joined Moseley PCV as sales executive for the East Midlands, Yorkshire and the north-west of England. He started his career in car sales, before joining Optare and, most recently, Caetano.



■ **Jeff Edwards**

Mentor Coach & Bus has appointed **JEFF EDWARDS** as regional sales manager for the south-east of England. Edwards has worked in the coach industry for a number of years and was formerly a regional sales manager at TransBus. Before that he worked at Dennis and also at Volvo Coach Sales.

In this year's Scottish Transport Awards, a Lifetime Contribution to Scottish Transport Award was made to **MALCOM REED**, director general of the Strathclyde PTE. The Young Scottish Transport Researcher/Professional Award was made to **SANDRA WHITELAW**, for her success as general manager of Whitelaws Coaches and her close involvement with CPT Scotland.

DAVE STANKLER has been appointed group sales and marketing director for outdoor media specialists Adgroup. Adgroup, based in Harrogate, comprises a range of brands including Adbus which has operations across the UK, Malta, Portugal, and is soon to launch in Spain. Stankler joins Adgroup from an Oldham-based commercial radio station.

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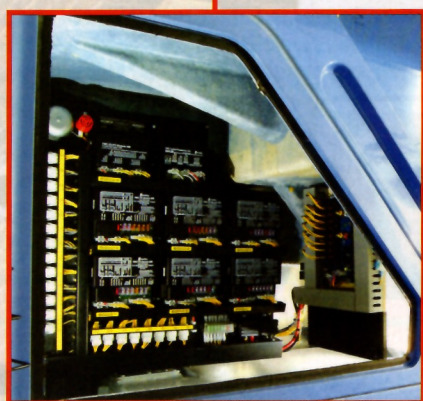
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